

More Work for Seafarers

MPS Lopez, 2 Others, Join SIU Fleet



Twenty-one Seafarers are now working aboard the brand new *1st Lt. Baldomero Lopez* (American Overseas). The ship is under long-term charter to the Military Sealift Command as part of the Military Pre-Positioning fleet (MPS). Also, the brand new T-5 tanker *Samuel Cobb* crewed in Tampa with 15 unlicensed jobs. The *Cobb* is also under MSC charter and is operated by Ocean Shipholding. Eleven Seafarers will crew the heavylift submersible *Cormorant* (Pacific Gulf Marine). Also under military charter the *Cormorant* will serve as a floating drydock.

SIU Backs Farm Bill Agreement In Senate

The U.S.-flag share of government food exports could jump from 50 to 75 percent under an agreement the Senate voted on during the recent cargo preference debate.

The increase in the cargo preference was the result of a compromise worked out by the SIU, other maritime interests and several large agriculture groups. It was pushed in the Senate debate by senators Ted Stevens (R-Alaska), Daniel Inouye (D-Hawaii) and Thad Cochran (D-Miss.).

The compromise was offered as an amendment to the Senate farm bill after several attempts were made by anti-maritime senators to slash or **revoke cargo preference requirements** for all programs.

The Senate action would lift preference rules on so-called commercial sales such as Payment in Kind, Blended Credit and other programs, even though court decisions have upheld the preference requirements in those cases. The increased percentage would apply to concessional programs such as P.L. 480 and Food for Peace shipments.

"This has been the roughest year I can remember on cargo preference. Every time we'd turn around somebody was out there attacking the laws and us," said SIU President Frank Drozak. "I believe this agreement helps both the maritime industry and the agriculture segment. It gives them some of the things they wanted and gives us some of the things we wanted. I guess that's why they call it a compromise."

The Senate debated the issue over three days late last month and it was much the same scene as recent House action on the matter.

Farm state senators and those beholden to the large agribusiness firms and lobbying groups took to the Senate floor to lambast the maritime industry and cargo preference.

The Senate has not finalized their version of the entire farm bill; cargo preference is only one aspect of the legislation. But the compromise is expected to survive any attempts to weaken it. If it does, then the Senate and House must get together in con-

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President's Report

by Frank Drozak

During the past few months I have used this space to talk to you about the problems and prospects we all face as Seafarers; a declining industry, shrinking employment opportunities, new work on military ships, upgrading skills at SHLSS, drug and alcohol problems and plans for the future such as a pensioners' home and hospital.

A lot of the issues we must confront are faced by the labor movement as a whole. Unions and their members throughout the country are having tough times. Some of the problems are special to their own industry, but so many are shared by all of us.

As you probably know, I serve as president of the Maritime Trades Department for the AFL-CIO. In that capacity I am able to be close to the issues of 43 other unions and more than 8 million union members. I would like to share with you some of the remarks I made at the MTD's convention which I attended late last month.



is to destroy the conditions and benefits of the American worker and the labor movement as a whole.

So as we gather here today, and certainly next week at the AFL-CIO convention, I would hope that on some of the issues that we deal with in the

against a tough fight in the last 18 months on cargo preference, as we call it, in the Farm Bill. The opposition felt with this administration that they could take us. It would have meant 50 percent of our ships out of business; 50 percent of our ships meant 50 percent of our membership. We were successful in the House to win and we did it because we worked on it—you worked on it, you helped us—and together we were solidly in support of an issue and were able to win on that issue in the House.

Now we are faced with it again in the United States Senate. I believe we will win there as well, because we agreed that this was a fight that we all must take on. And I say this because the only way that we are going to get the attention of the public and the attention of the politicians is being united on those issues that preserve jobs and help our people.

So in the next several days, I would hope that we can get our act together because, believe me, if we don't, I don't think a lot of us are going to be around several more years to talk about it. It is a serious matter.

It doesn't mean that we have to agree on everything. Certainly we are not going to agree on everything. But we ought to be big enough to understand that an injury to one is an injury to all—sooner or later.

If we could just sit down and try to

work out some of the issues and problems between us and confront them with a united front, we can win. This labor movement has always won, and it always will where it is solidly on the issues.

I ask you to think about that because there are some issues that separate this labor movement. It separates unions from unions. And that is what the conservative right wants. That's what they're doing, and they're driving that wedge through us.

So we ought to start thinking about them. They've got their act together and their act is to destroy the labor movement. They hate us, they publicly said it. If you read last month's Business Journal, the whole story is in it. And so we are going to survive. We can survive and we will survive providing we can separate those issues that divide us and begin to work on those things that will make a better place for us tomorrow, not only for us, but for our families, our kids and the future.



"The Labor Movement has always won, and it always will where it is solidly on the issues."

As we gather here today I don't see a lot of changes than there were two years ago. We face the same problems, the same administration, the same issues and, in my opinion, a changed group of working people in the work force. We have the same anti-labor situations that, as they say in Alabama, run us up an old tree, and no place to get out from under it.

I think we are faced with some tough times, believe me. I know we have all seen some tough times in our days. But with an anti-administration like this, with a Labor Department and a Labor Board which are working for management and not for the working people, a deficit that has gone completely out of hand, trade jobs that are shipped overseas—in my opinion, it's just a confused America and a confused leadership which has but one thing in mind, in my opinion, and that

next two days and certainly in the next several days in the AFL-CIO convention that we take them seriously. I believe we can do something about some of our problems if we want to, providing that we understand them, and we do understand them, and work together toward achieving some of those goals.

I think it boils down to a couple of things that really count, because the rest of it would fall in line if we had jobs, if we had an industrial base in this country, if our trade balance was adjusted. I believe that would then begin to correct some of the issues and satisfy most all of the resolutions that we adopt here and also in the council and in the conventions.

But it does us no good if we don't begin to look at them and work together and cooperate with them. I believe we can win. We have been up



SIU President Frank Drozak told delegates to the AFL-CIO Metal Trades Department that U.S. shipbuilders have lost 270 ships to foreign builders under the Reagan administration. He called on labor organizations in the Metal Trades to join with maritime labor unions in our common struggle to rebuild the U.S. merchant marine. At left is Metal Trades President Paul Burnsky.



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New Efforts to Boost Merchant Marine Introduced



A "build and charter" program would provide a boost to national security, the country's shipbuilding mobilization base and employment opportunities for America's merchant seamen, SIU President Frank Drozak told the Senate Merchant Marine Subcommittee. But "the commercial functions of those vessels still confront the dilemma of inadequate cargo," he said. Couple a "build and charter" program with government-impelled cargo and bilateral trading agreements and that problem could be solved, Drozak said.

Court Upholds Military Cargo Preference Law

Once again the government has been slapped down in its attempt to circumvent the nation's cargo preference laws. The latest case involves the 1904 cargo preference law which requires that 100 percent of the nation's military supplies be carried on U.S.-flag ships.

In 1984 a company called Rainbow Navigation (a Masters, Mates and Pilots-contracted firm) entered the defense shipment trade to and from Iceland. Until that time no U.S.-flag company was involved, and shipments to American military bases in Iceland were carried on Icelandic ships.

While Rainbow did carry a large amount of the military cargo when it first entered the business, Navy Secretary John Lehman announced that the company's rates were "excessive" and granted rights to the cargo

to the Icelandic shipping companies.

Lehman's findings were "nothing more than an after-the-fact attempt to shore up a decision made on other grounds," U.S. District Court Judge Harold H. Greene wrote in a decision on the case.

Rainbow argued that the government's attempts to grant rights to the cargo to the Icelandic companies were based on political grounds, not freight rates. The Icelandic shipping companies depended on the cargo for most of their trade.

"There is nothing in the language of the statute or its legislative history to support the conclusion that the executive branch may disregard the cargo preference granted by law to U.S. vessels on account of political considerations," the judge wrote.

Boatmen OK More New Contracts

Boatmen at Energy Transportation in the port of New Orleans and at the Newport News Transportation Co., Assn. of Maryland Pilots, Marine Oil Service and Piney Point's Steuart Transportation Co. in the port of Norfolk have put their stamp of approval on their new contracts.

Energy Transportation's two crews of ABs, cooks and technicians aboard the tug *Energy Altair* and the barge *Ammonia*, based in Tampa and Port Sutton, Fla., got a 15 percent wage increase over the three years of the contract.

At the Assn. of Maryland Pilots, a new operational base on Solomon's Island near Piney Point will have our launch operators and deckhands picking up and taking off the pilots on the Norfolk-to-Baltimore run.

For more Inland news see pages 5 and 6.

Three bills which could have a major impact on U.S.-flag shipping have been introduced in the House and Senate this month. The bills cover two areas, bilateral shipping agreements and a new build and charter program.

In the House, Rep. Mario Biaggi (D-N.Y.) introduced legislation which would create mandatory bilateral agreements between the U.S. and trading partners. Sen. Ted Stevens (R-Alaska) has two bills, each of which would use more than \$800 million in already appropriated Navy funds to pay for the cost of a build and charter program, similar to the old Mariner Program under the Eisenhower administration.

Biaggi's bilateral bill is "an important step in developing a comprehensive maritime policy to respond to international practices and ensuring the growth and vitality of a United States merchant marine with the necessary defense capabilities," he said.

Under the bill, the president would be required to negotiate bilateral agreements with countries whose trade with the United States is 1 percent or more of the U.S. total foreign sea trade, or where less than one-third of the trade is carried by U.S. ships.

Basically, Biaggi's bill would limit the U.S. share of trade to one-third,

with the other two-thirds divided between the country and foreign-flag ships. Hearings on the bill are scheduled for later this year.

Stevens' build and charter proposals came about as a result of a meeting he and Sen. Daniel Inouye (D-Hawaii) had with several representatives of the maritime industry.

The two bills differ in approach from a build and charter program, but the end results are the same; the Navy would foot the bill for the construction of militarily useful commercial ships and would charter them to private companies for commercial use. In case of emergency, these ships would be ready to use for military purposes.

Stevens said he did not endorse either bill but hoped that their introductions would spur the kind of debate needed to get some sort of program off the ground.

"There is no unanimous agreement within the industry as to the approach which should be taken to implement this program, yet I believe there is unanimous agreement that the U.S.-flag fleet is in serious decline and that immediate action is necessary to reverse the trend," Stevens said.

Hearings on the build and charter legislation were held earlier this month.

Australian Seamen's Chief Visits



Patrick Geraghty (second left), federal secretary of the Seamen's Union of Australia, visited the United States last month. Shown above, Geraghty meets with (l. to r.) George McCartney, SIU West Coast vice president; Ed Turner, SIU executive vice president, and Don Taconi of the Sugar Workers Union, Local 1.

Farm Bill Compromise OK'd in Senate

(Continued from Page 1.)

ference and iron out differences in each house's version of the bill.

In the House version (see Oct. LOG), maritime supporters were able to prevent attempts to weaken cargo preference laws. In the House bill, however, the share of cargo for the concessional programs was not raised nor was there any change on cargo preference's applicability to commercial sales. Those differences must be ironed out in conference.

"It is possible that another attempt to weaken cargo preference could be made during the conference. The SIU will continue to fight to ensure that cargo preference laws are not weakened, and that the final version of the bill benefits the U.S. fleet to the greatest degree possible," Drozak said.

LOG Wins 3 Awards for Excellence

The Seafarers LOG was honored for its overall excellence, editorial writing and feature writing by the International Labor Communications Association.

The 1985 Journalism Awards Contest had more than 900 entries from 138 labor union publications from around the country. The entries were judged by university journalism professors, working newspaper and magazine writers and labor union journalists.

The LOG won second place for overall excellence in its class. "A fine, well-written, comprehensive newspaper which is as careful and

attentive to detail in reporting on members on the job as it is in delivering blow-by-blow reports of congressional and political reports," the judges wrote.

An editorial slamming the National Labor Relations Board anti-labor decisions was awarded second place. Written by Managing Editor Mike Hall, the editorial was runner-up to a piece written by Screen Actors Guild President Ed Asner, who portrayed newspaperman Lou Grant in a long-running television series.

The judges called the editorial, "a searing indictment of the Reagan

dominated NLRB, made doubly effective by the parody of the absurd reasoning behind many recent board decisions." The editorial appeared in the June 1984 issue.

Assistant Editor Lynnette Marshall received a third place award for her story, "Seafarers Don't Sing 'I'll Be Home For Christmas'" which appeared in the December 1984 LOG. The judges said Marshall's story was "a heartwarming feature on the lonely men and women who are away earning their living as deepsea sailors and tug operators at Christmas time; for them there are no holidays."

So Many Sacrifices—So Little Respect

Editor's Note: November 11 is Veteran's Day, a day when the nation honors those men and women who gave their lives in defense of the United States. Most ceremonies will forget the sacrifices merchant sailors have made, especially in World War II. That is why we present this remembrance of World War II Seafarers.

by Dorothy Re

In 1939 Hitler's troops marched into Poland and WWII had begun. President Franklin Roosevelt did not back our future "allies" with soldiers at first, but in 1939 America began to send munitions and other war essentials to the British and the French. These essential materials were transported by sea on American ships with American seamen and thus our merchant marine was jeopardized. Prior to U.S. entry in WWII, six known merchant marine ships were sent to the bottom.

Many seamen have recorded their heartbreaking accounts of the disasters that became their daily lot from 1939 to 1945. Before America actually got into the war—before Pearl Harbor—the men of the merchant marine were in the thick of battle.

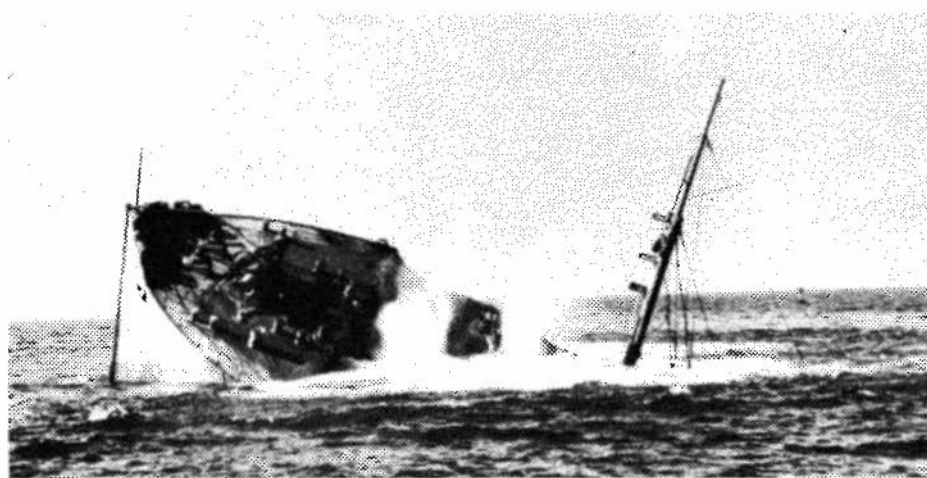
Men of the Army, the Navy, the Air Force, and the Marines, and even the Coast Guard, were all compensated for their participation in WWII with GI benefits, pensions and other benefits. The families of those lost in action were honored and also compensated. But the men of the merchant marine received nothing for their heroism.

The men of the merchant marine remember how important they were during the war—how important they felt. War slogans such as "The Fourth Arm of Defense" and "Heroes in Dungarees" made them feel as though they were an integral part of the war effort. They really were. But when the war was over, all of the slogans were forgotten. No one shared their tragic memories. No one honored their valiant contributions.

One of the reasons given for this neglect is that they were paid for their time at sea. One seafarer reports that he made less than \$20 a week in 1939. The merchant marine also paid with their lives. Many were maimed for life. Once they had USPHS hospitals to help these "veterans." This service, set aside in John Adams' administration in the 1700s, has been ended by the Reagan administration. Another tragic "cut-back." One less thing for the brave men who went to sea.

The merchant marine is well represented in *A Careless Word . . . A Needless Sinking*. This fine record of lost ships and men of WWII, compiled by Capt. Arthur R. Moore, is now in a second, revised edition. More torpedoed ships and lost men have been added. Someone should compile a book of the stories the survivors have to tell.

The LOG receives many letters, and many of these are from merchant marine "veterans." We also interview as many SIU seamen as we can. The following is a report of one of these interviews.



This American freighter was one of hundreds of U.S. merchant ships sunk in WWII.

Murmansk Run

Once Was Enough

We tend to think of history in some logical way, but this is not always the case. World War II was not fought with WWII ships entirely as one might suppose. Ask Joe Brooke who sailed on the *Eldena*, a "Hog Islander" of World War I fame. She was built in Seattle, Wash. in 1919, Joe will tell you, and was one of the gigantic fleet built in shipyards all across America by mass production prior to and during WWI. These ships became known as "Hog Islanders" because that was the name of the largest of the shipyards that produced this emergency fleet: a feat likened to the building of the Pyramids (see LOG, October, 1985).

These ships were still around when WWII broke out. Since the merchant marine had been neglected for a second time, they had to be put into service until the Liberty and Victory ships, modeled after them, were built "one a day."

Ask Joe Brooke about a lot of things and you'll find out that, "There isn't a port in the world I haven't been. You name it, I've been there." But don't ask him dumb questions like, "How many times were you on the Murmansk run?" His answer, "Once was enough!"

Joe was on the *Eldena* on that infamous trip to "the front door to Russia." He also was on her when he made a trip to "the back door to Russia," the Persian Gulf. That trip was the worst, Joe thinks, because they were laid up there for six months not knowing their fate in the sweltering heat. The inactivity was almost worse than the Murmansk run. Almost.

"When I came off that Murmansk run I was like that," Joe said, putting his hand out in front of him and making it tremble. "My nerves were shot."

After a thoughtful pause Joe continued. "I ain't afraid to tell anybody that I was scared to death. All of us were." And then there were tears in his eyes as he told of how the chief engineer had to be brought down below deck, with a gun to his head, to relieve Joe at his station. . . . "The guy wouldn't come down on his own." And, after another pause. "There were men up there cryin'."

Joe made a number of trips to North Africa with "green troops." Most of

these runs were on Liberty ships. "And we would pick up the seasoned troops (the green troops were trained in North Africa) and take them to Anzio and other places." Joe has a lot of stories to tell, especially about the Mediterranean. "I remember one night we were headed out with a full load of ammunition and troops. Well, the troops were on top of the ammunition all the time. And there was a convoy comin' down empty and the Germans started diving on that instead of us. They meant to get us instead of the empty ones, but they bombed the empty ones, the empty convoy, instead of us."

"You had a lot of luck," I commented.

"Yeah, didn't I," Joe answered. "I consider myself one of the luckiest guys that ever went to sea."

But it wasn't all luck. Somewhere a lot of pluck, a lot of guts, has to be added. Joe Brooke, as so many of our brave men of the merchant marine, kept going back for more! They were doing their part for America's war effort. They were our "heroes in dungarees." They were America's "Fourth Arm of Defense."

After the war Joe sailed with the SIU until a heart condition forced him to retire. No, he will tell you, he didn't retire on his own, he didn't retire voluntarily. He'd still be sailing, like his friend Alex "Whitey" Benzuk, if he could. Joe spends a lot of time in the Philadelphia hall these days reminiscing with some of his other "beached" pals, Bill Smith and Bill Koltunuk ("Cocoanut") and Jim McLinden. Each has, like Joe, over 40 years of seetime. And each has a story to tell. Alex Benzuk is on his way to Casablanca, but when he gets back they will sit around the Philly hall and talk about their experiences, and the war, and the fate of the merchant marine and their Union.

Don't ask Joe, or any of his friends, either, about the possibility of the government giving some consideration to the merchant marine for all that heroism we have been talking about, because Joe will tell you, "They ain't never going to do anything for the merchant marine." His tone of voice is dull and sad. He's been waiting a long time for something to happen.



U.S. merchant seamen suffered casualties at a rate topped only by the Marine Corps.



Inland News

tug/tow
barge/dredge

Unions Take Sonat Protest to Wall Street

The SIU has carried its fights against Sonat Marine to moneyed chambers of Wall Street, and that is only the beginning.

Licensed and unlicensed seamen from the SIU and District 2-MEBA manned an informational picket line in front of the New York Stock Exchange on Nov. 6 to let the stockholders of Sonat Marine, Inc. know about the labor problems facing that company.

In addition, the SIU is carrying on a series of informational picket lines all across the country in areas where Sonat Marine services its customers. It also has taken steps to alert the board of directors of the company to what is going on.

The letter to the board of directors stresses the SIU's determination to do everything it can to protect the rights of its membership. It discusses in detail past instances of where inland companies have tried to take on the Union.

"The SIU has had to resort to only three strikes in the 1980s," read the letter. "The strike at Sonat Marine in 1981 was one of the three; the other two companies the SIU struck in the 1980s were ACBL (1980) and Dixie Carriers (1983)."

ACBL has lost successive labor board decisions involving the SIU. A back pay and benefits award of more than \$20 million is pending before the NLRB.

"Dixie Carriers is a subsidiary of Kirby Industries, a natural resource company. The price of Kirby's stock has dropped from 8¾ before the SIU strike to less than 3 today. Dixie itself faces damages of \$20 million in an action filed by the SIU."

For the past year, Sonat Marine, one of the largest tug and barge companies in the United States, has been involved in a labor dispute with the SIU and District 2-MEBA.

Last year, in contract negotiations with the two unions, Sonat Marine unilaterally reversed more than 30 years of company practice by declaring that certain categories of workers were "sea-going supervisors." It gave the

captains, mates, chief engineers and barge captains in its IOT fleet just one week to sign up for the company's new and untested pension and welfare plans.

The matter is presently before the NLRB. "We will do everything to protect the rights of our workers," said SIU President Frank Drozak.

Last year, the International Transport Workers Federation (ITF), an international association of maritime unions representing nations as diverse as Great Britain and Panama, pledged that they would honor any picket line that the SIU and District 2 might put up against Sonat Marine.

Seaway Snafu Means

Like Boatmen of Old, SIU Sails the Erie Canal

Closing of the 27½-mile Welland Canal (linking Great Lakes Ontario and Erie) due to a collapsed wall in Lock No. 7 on Oct. 14, forced General Motors (GM) to choose another alternative delivery method and route for parts of its 18,000-ton auto stamping press destined for a port of call in Cleveland, Ohio.

Originally, the assembled 53 yard wide, 70 yard long, \$15 million press—with the biggest part weighing in at 167 tons—was shipped aboard a heavy-lift ship. It got as far as Oswego, N.Y. on Lake Ontario, unable to transit the blocked Welland Canal.

So GM on Oct. 19 called SIU-contracted Great Lakes Towing to the rescue and decided to barge the giant press parts on the 160-year-old, shallow, small locks' N.Y.S. Erie Barge Canal from Oswego to Buffalo, N.Y.

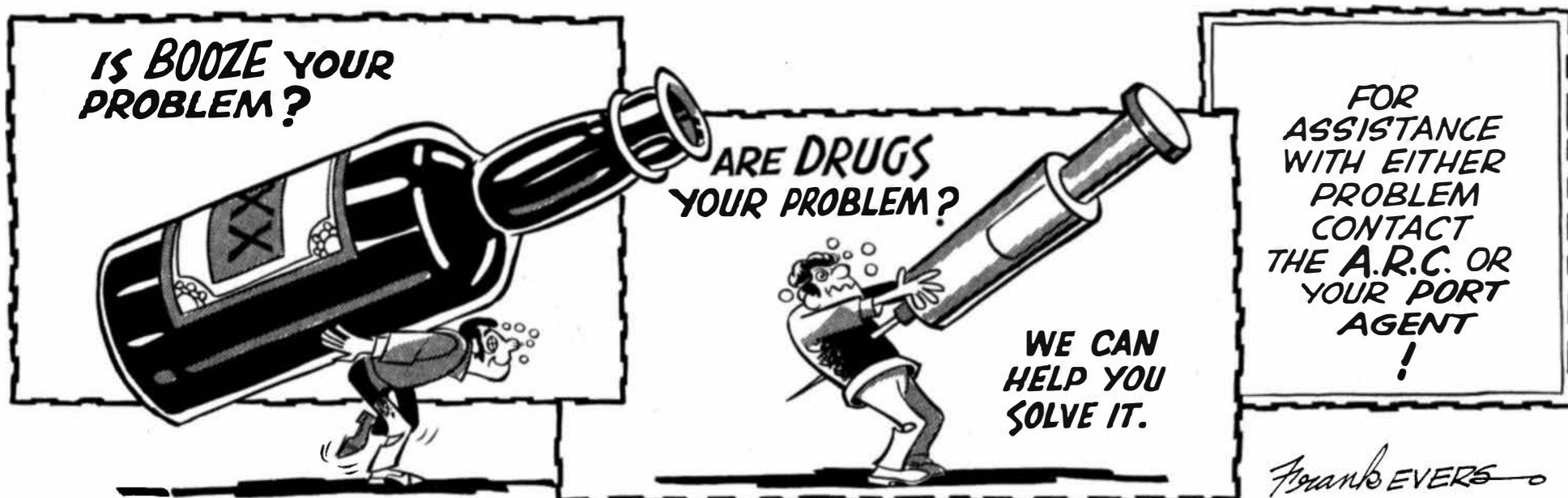
on Lake Erie.

Using four different kinds of Great Lakes Towing tugs, the parts were loaded onto barges and towed singly down the Oswego River to the Erie Canal to Syracuse, N.Y.; then past Rochester, N.Y. and the Finger Lakes on the canal to Tonawanda, N.Y. on Lake Erie and Buffalo and a Lakes tug to Cleveland on Nov. 4.

Canal bottom suction and foggy nights made the transit slow and dangerous. The canal passage was so tight that the barges and parts cleared the four lowest bridges spanning the canal by mere inches. The barges even had to be ballasted to lower them several feet so the parts on deck could clear the bridges. Once clear, the barges then had to be lightened so as to escape the suction and float on the shallow canal.



The tug *Superior* (Great Lakes Tug and Towing) hauls one of the barges which carried parts of a huge auto-stamping press through the Erie Canal, when the St. Lawrence Seaway's Welland locks were closed.



In Memoriam



George Weldon Armistead Sr., 56, died on Oct. 6. Brother Armistead joined the Union in the port of Norfolk in 1966. He sailed as an AB for the Virginia Pilots Assn. on and off from 1952 to 1976, GATCO from 1968 to 1969, Curtis Bay Towing from 1974 to 1975 and in 1984 and for Coal Terminal Towing from 1975 to 1977 and 1981. He began sailing in 1949. Boatman Armistead was a veteran of the U.S. Navy during the Korean War. He was born in Mathews, Va. and was a resident of Dillon, S.C. Surviving are three sons, George Jr., Melvin and Marvin; a daughter, Georgiana Lassiter of Chesapeake, Va. and a sister, Roberta Hudgins of Mathews.

Edward Fleetwood Boyce, 63, died on Sept. 29. Brother Boyce joined the Union in the port of Wilmington, Calif. in 1968 sailing as an OMU and FOWT. He was a veteran of the U.S. Navy during World War II. Boatman Boyce was born in Texas and was a resident of Azusa, Calif. Surviving is his widow, Beverley.



Stephen Wayne Chappell, 35, died on Sept. 1. Brother Chappell joined the Union in the port of Mobile in 1978 sailing as a deckhand for Radcliff Materials. He also worked for the Alabama Drydock and Shipbuilding Co. Boatman Chappell was a veteran of the U.S. Marine Corps. Born in Mobile, he was a resident of Prichard, Ala. Surviving are his widow, Wanda of Saraland, Ala. and a son, Joseph.

Pensioner **Joseph F. Farren**, 80, succumbed to lung failure in the Baltimore (Md.) General Hospital on Sept. 24. Brother Farren joined the Union in the port of Baltimore in 1956 sailing as a bargeman. He was born in Baltimore and was a resident there. Burial was in the Moreland Park Cemetery, Baltimore. Surviving are his widow, Clara and a daughter, Estelle Boles of Baltimore.



Pensioner **John J. Herman**, 91, passed away from a fall at home in Baltimore on Sept. 22. Brother Herman joined the Union in the port of Baltimore in 1957 sailing as a captain. He was a former member of the Baltimore Harbor Union. Boatman Herman was born in Baltimore. Burial was in the Sacred Heart of Jesus Cemetery, Baltimore. Surviving is a daughter, Theresa Fieden of Baltimore.



Charles Robert Roberts, Sr., 42, died on Oct. 19. Brother Roberts joined the Union in the port of Mobile in 1970 sailing as a deckhand for Radcliff Materials from 1969 to 1970, Ideal Cement in 1976 and for Caribe Tugs (Crowley Marine) in 1976 and from 1981 to 1985. He was born in Mobile and was a resident there. Surviving are his widow, Del; his mother, Mrs. J. B. Roberts of Mobile and two sons, Charles Jr. and Roscoe.

Pensioner **Joseph Vasile Sr.**, 82, passed away from arteriosclerosis in the St. Mary's Nursing Home, Cherry Hill, N.J. on Oct. 6. Brother Vasile joined the Union in the port of Philadelphia in 1954 sailing as a mate and captain for the American Dredging Co. from 1941 to 1945 and for the Independent Towing Co. from 1945 to 1968. He was a former member of Local 1700. Boatman Vasile was born in Philadelphia and was a resident of Atco, N.J. Interment was in Hillside Cemetery, Roslyn, Pa. Surviving are two sons, Joseph Jr. and James of Atco.



Leon Howell Basinger, 61, joined the Union in the port of New Orleans in 1958 sailing as a deckhand and tankerman for Dixie Carriers from 1968 to 1985. Brother Basinger was a U.S. Civil Service employee from 1957 to 1958 and is a veteran of the U.S. Army during World War II. Boatman Basinger was born in Fryeburg, La. and is a resident of Ringgold, La.



Joseph Lege, 64, joined the Union in Port Arthur, Texas in 1964 sailing as a cook and tankerman for Slade Towing in 1961. Brother Lege last sailed out of the port of Baltimore. He is a veteran of the U.S. Navy Seabees in World War II. Boatman Lege was born in Gueydan, La. and is a resident of Crowley, La.

Paul Leo Straszynski Jr., 55, joined the Union in the port of Baltimore in 1956 sailing as a captain and mate for the Baker and Whiteley Towing Co. from 1953 to 1976. Brother Straszynski was a former member of the ILA. He is a veteran of the U.S. Army M.P.s after World War II. Boatman Straszynski was born in Baltimore and is a resident there.



Roland Alvin Wright, 60, joined the Union in the port of Houston in 1957 sailing as a chief engineer. Brother Wright was born in Galveston, Texas and is a resident of Santa Fe, Texas.

Harry William Wroten, 73, joined the Union in the port of Norfolk in 1960. Brother Wroten was born in Virginia and is a resident of Claremont, Va.

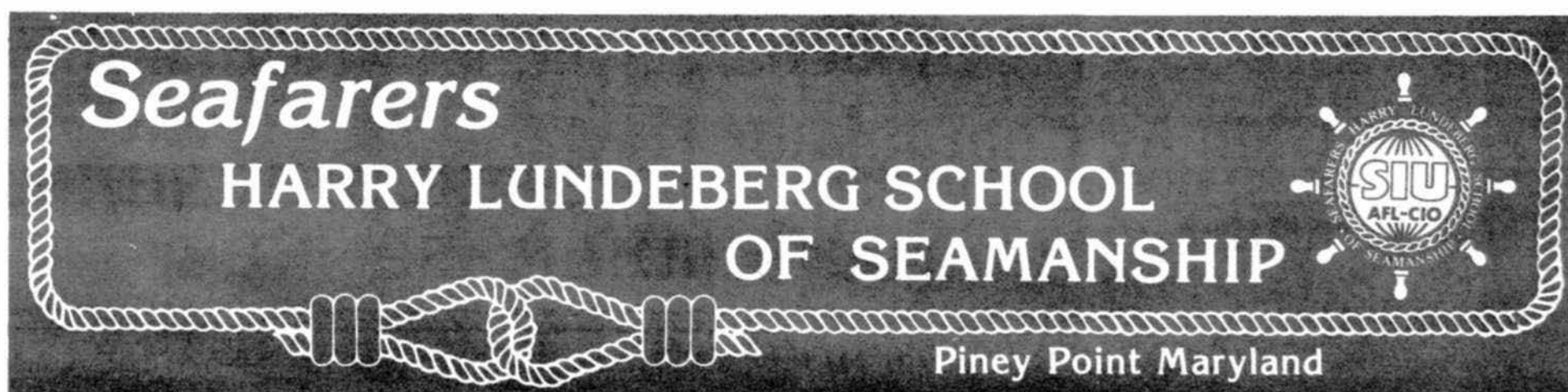
Dispatchers Report for Inland Waters

OCT. 1-31, 1985

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Gloucester	1	0	0	0	0	0	1	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	4	1	5	2	0	2	7	1	5
Baltimore	7	0	0	7	0	0	8	0	0
Norfolk	40	10	0	47	8	0	60	14	0
Mobile	3	2	0	1	1	0	2	2	0
New Orleans	27	8	6	2	2	3	27	10	6
Jacksonville	4	2	15	5	0	11	7	3	32
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	0	19	0	0	0	4	6	19
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	5	5	3	4	4	0	10	7	4
Algonac	10	1	0	6	3	0	22	11	0
St. Louis	16	2	12	3	3	15	16	0	14
Piney Point	2	0	0	2	0	0	0	0	0
Totals	121	31	60	79	21	31	164	54	80
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	0	0	0	0	0	0	1
Baltimore	1	0	0	0	0	0	2	0	0
Norfolk	7	0	0	7	0	0	6	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	2	2	0	0	0	0	3	1	1
Jacksonville	0	0	0	0	0	0	1	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	1	1	0
Algonac	2	1	0	5	3	0	15	4	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	1	0	0	1	0	0	0	0	0
Totals	14	3	0	13	3	0	29	6	2
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	2	0	0	1	1	1	1
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	8	0	0	4	1	0	6	0	0
Mobile	0	0	0	1	0	0	0	0	0
New Orleans	1	3	1	0	0	0	2	2	3
Jacksonville	1	0	11	0	0	4	2	1	9
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	1	0	0	1	0	1	3	1
Algonac	1	1	0	1	1	0	1	1	0
St. Louis	1	1	2	0	0	0	1	1	1
Piney Point	0	0	0	0	0	0	0	0	0
Totals	12	6	17	6	3	5	15	9	15
Totals All Departments	147	40	77	98	27	36	208	69	97

* "Total Registered" means the number of men who actually registered for shipping at the port last month.

** "Registered on the Beach" means the total number of men registered at the port at the end of last month.



Charlie Logan Scholarship

The Time to Begin Application Procedures is Now!



If you are an SIU member and are thinking about attending college next fall or if your dependent child will be attending college next fall, then it's time for you to start working on a Charlie Logan Scholarship application. Each year, the SIU awards 60,000 dollars in scholarship money to members of the SIU and their dependent children. This money is offered in order to help Seafarers and boatmen realize their educational goals either for themselves or their dependent children. It's an opportunity, that in this day and age of spiraling educational costs, no one can afford to pass over.

The Charlie Logan Scholarship Awards are granted each April. Four \$10,000 awards are given to dependents of members and one \$10,000 award as well as two 5,000 dollar awards are given to members of the SIU. The 10,000 dollar awards are for those working towards a four-year college degree and the 5,000 dollar awards are for those working towards a two-year degree in a trade or technical school.

The Scholarship program was begun in 1952 to help members and their dependents realize their educational goals. Several years ago it was named after Charlie Logan, a labor consultant and arbitrator who died in 1975. He helped establish the Seafarers

Scholarship Program and then worked hard to keep it strong and growing.

In order to get your application in on time for the April 15th deadline, you should get an application booklet now and begin work on the application. Some of the paperwork which must accompany the application such as transcripts and college entrance exam scores take time to compile. Applications are available at all union halls or through the Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, MD 20746 or by contacting Tracy Aumann at the Seafarers Harry Lundeborg School, Piney Point, MD 20674.

Seafarer Requirements

Seafarers and Boatmen who are applying for scholarships must:

- Be a graduate of high school or its equivalent.
- Have credit for two years (730 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
- Have one day of employment on a vessel in the six-month period immediately preceding the date of application.
- Have 125 days of employment on a vessel in the previous calendar year.

Pensioners are not eligible to receive scholarship awards.

Dependent Requirements

Dependents of Seafarers and Boatmen who apply for a scholarship must be unmarried, under 19 years of age, and receive sole support from the employee and/or his or her spouse. Unmarried children who are eligible for benefits under Plan #1 Major Medical are eligible to apply for a dependent's scholarship up to the age of 25.

Each applicant for a dependent's scholarship must:

- Be unmarried at the time application is made.
- Be under 19 or 25 years of age (whichever is applicable).
- Be eligible for dependent benefits under the Seafarers Welfare Plan.
- Be a graduate of high school or its equivalent.

The applicant's parent must:

- Have credit for three years (1,095 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
- Have one day of employment in the six-month period immediately preceding the date of application.
- Have 125 days of employment in the previous

calendar year.

The last two items above covering worktime requirements of the applicant's parents do not apply to applicants who are the children of pensioners or eligible deceased employees.

Must Take SAT or ACT

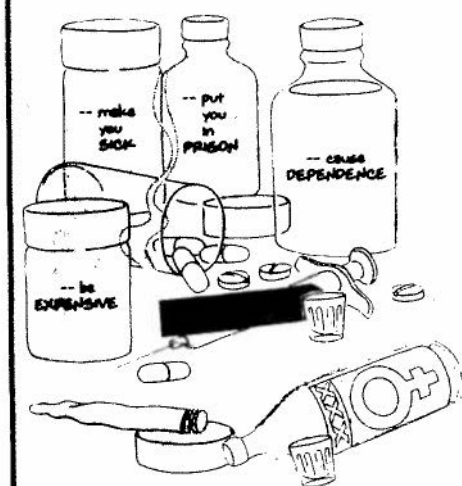
For both active members and the dependents of eligible members, the scholarship grants are awarded on the basis of high school grades and the scores of either College Entrance Examination Boards (SAT) OR American College Tests (ACT).

The SAT or ACT exam must be taken no later than February 1986 to ensure that the results reach the Scholarship Selection Committee in time to be evaluated. For upcoming SAT test dates and applications, contact the College Entrance Examination Board at either: Box 592, Princeton, N.J. 08540 or Box 1025 Berkeley, Calif. 94701, whichever is closest to your mailing address.

For upcoming ACT test dates and applications contact ACT Registration Union, P.O. Box 414, Iowa City, Iowa 52243.

Winners of the Charlie Logan Scholarship are announced in May. So get started on your application now. You might be one of the happy recipients of a 5,000 or 10,000 dollar college scholarship and be on your way to earning a college degree.

Chemical Dependency



Why do people use drugs? They either want to feel better or they want to feel different.

All drugs, including alcohol, directly affect the central nervous system either as a stimulant or as a depressant. It is this action on the central nervous system that makes a person feel different. Drugs work well. They do exactly what they are supposed to do - make you feel better. The problem with drugs develops when a person discovers that when he has a "problem" or a

"bad day" he can feel better by just taking a drug or drinking alcohol. In this early stage of addiction, the person is beginning to use the drug in order to cope with life's problems.

Over time tolerance to the drug begins to develop so that the person begins to use more of the drug, more frequently. Quite often the person will start trying other drugs to find one that works even better or may even switch to

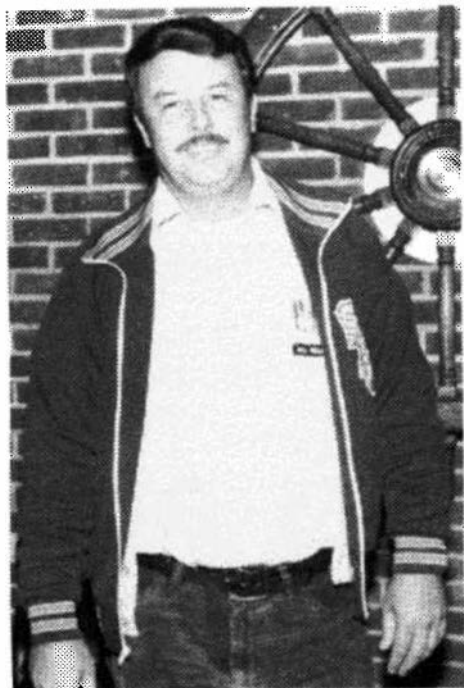
another drug if his drug of choice is not available. Since the drug is not being used to cope with problems, the drug use is creating its own problems. At this stage the person is using drugs in order to feel normal. Also by now, the drug user will be experiencing family problems, job problems, and quite likely health, legal and financial problems. This will not stop him, he will continue to use his drug. He is Chemically Dependent.

The Seafarers Harry Lundeborg School of Seamanship

Sealift Training Coordinator Travels

Near and Far to Institute and Maintain

Military Contract Training Programs



Bill Hellwege
SHLSS Coordinator

The Seafarers Harry Lundeborg School of Seamanship received news of a contract being awarded to the SIU for the first military ship in the Sealift force in March of 1984.

After her conversion in Sturgeon Bay, Wisconsin, the S.S. Keystone State, a heavy-lift crane ship, was heading towards Hampton Roads, Virginia to begin the training of the crew in crane operations.

Bill Hellwege was selected to be trained along with the crew in heavy lift operations. He traveled to Virginia for the two-day training session.

Upon arrival, he and the crew found a situation which proved to be unique to all of the Sealift ships. They discovered modern equipment and new methods of transporting and stowing military cargo which had to conform to Navy, Army, and Military Sealift Command (MSC) procedures, for this particular class of ship.

Since this was new to everyone involved, Bill worked with the

contractor, Interstate Ocean Management (IOM), and the Government Agency representatives aboard in setting up a ten day training program for all SIU members who would crew this ship.

What started out to be a two-day training session became, instead, a six-week fact finding and support trip.

A crane manual was redesigned with the input from the officers and crew. This combined with a "quick" familiarization course at SH SS prepared our members for "Crane Shock" aboard the S.S. Keystone State.

Upon arrival he again worked with the officers and crew, setting up training programs and also continued to find more information to be included in the SH SS Sealift course.

Many trips were logged by Bill to the S.S. Keystone State until the program was safely off the ground.

After Bill's arrival back to SHLSS, he once again was sent on the road to San Diego, California to train our members on cranes on the USNS Algol, a Sealand military contracted T-AKR.

This was not to be so easy either. Where as the Keystone State has Lake Shore cranes aboard, the rest of the Sealift force has Hagglund cranes. He discovered that training would also have to include the operation of side ports with a portable ro-ro ramp, alongside refueling while underway, light freight and personnel transfer stations, UNREP, damage control and various types of fork trucks.

Bill immediately contacted the school and recommended that a complete new training program had to be designed and implemented to meet the training needs of our members who would have to safely operate this class of ship.

After a ten-day stay aboard the USNS Algol where he assisted the crew in the set-up of this system and actually went to sea to perform the UNREPS with them, he departed for Philadelphia, Pennsylvania to repeat the same tasks aboard the USNS Capella, another Sealand Military T-AKR.

Aboard the USNS Capella, he assisted the officers and crew in setting up for an UNREP. As in the USNS Algol the task was met and "At a Boys" were received to all concerned from the Navy.

Upon arrival of the USNS Capella off of Mayport, Florida, Bill was put off the ship on a Navy Tug and proceeded to Jacksonville, Florida to catch, so he thought, a flight back to the School.

This was not to be the case! Bill was told to be on the next plane to New Orleans and to train another crew for the Sealand Military T-AKR, the USNS Antares.

Due to engine problems, though, the ship did not sail and Bill returned to SHLSS after being on the road two-and-one-half months.

After a short break, Bill commenced work on the Sealift Operations and Maintenance course. He made trips to Sealand headquarters in New Jersey, MSC Fire Fighting and Damage Control School in New Jersey and the Naval Amphibious Base UNREP School in Little Creek, Virginia to get updated information for the course.

In September, Bill was sent back to San Diego, California to train and assist the USNS Bellatrix, another Sealand Military T-AKR.

Upon arrival back in Piney Point, the Sealift course was finally starting to take shape. Heavy Equipment was being procured for the crane. The crane

itself was in the final stages to be put into operations. The obstacle course for Fork Trucks was set up and the UNREP gear on the school's training vessels was modified to conform with Navy standards.

March and April found Bill on the road again to Savannah, Georgia, and the USNS Antares to complete the training that had not been completed due to her engine problems. In addition to his schedule, trips were made back to Norfolk to assist and train USNS Southern Cross T-AKS for a new program of replenishing Navy replenishment ships on station at sea.

Many other trips followed during his breaks from instructing. He attended Sealift conferences in Washington D. C. and also met with GSA representatives in Norfolk, Williamsburg, Richmond and Fort Eustis, Virginia to procure surplus military equipment for the Sealift course.

In August of this year Bay Tankers received the contract for the next four T-AKRs and Bill was back on the road again.

After a brief visit to Bay Tankers headquarters in New York, he traveled to San Diego and the USNS Regulus for ten days of Sealift training. Two weeks later he departed for Philadelphia, Pennsylvania and conducted training on the USNS Denebola for two more weeks.

Bill is a retired Navy Chief Quartermaster with 21 years of service. Bill had set up and trained members of the Royal Saudi Navy in navigation and ship handling for three years prior to coming to SHLSS. His motto of "Whatever it takes" has made the Sealift Operations and Maintenance course what it is today.

Recently, he has been working with American Overseas Marine Corporation, a contractor for Military Pre-Position Ships, scheduling and crew team training in Sealift at SHLSS.

Upcoming trips will be to New Orleans, Louisiana for the USNS Altair and visits to Quincy, Massachusetts for technical observation aboard the Military Pre-Position Ships.

The mission of SHLSS is to provide the best training for our members while at school or at sea. The next time you turn around don't be surprised to find Bill standing next to you.



Bill Hellwege supervises MEBA District Two Officers from AMSEA in disconnecting the highline.

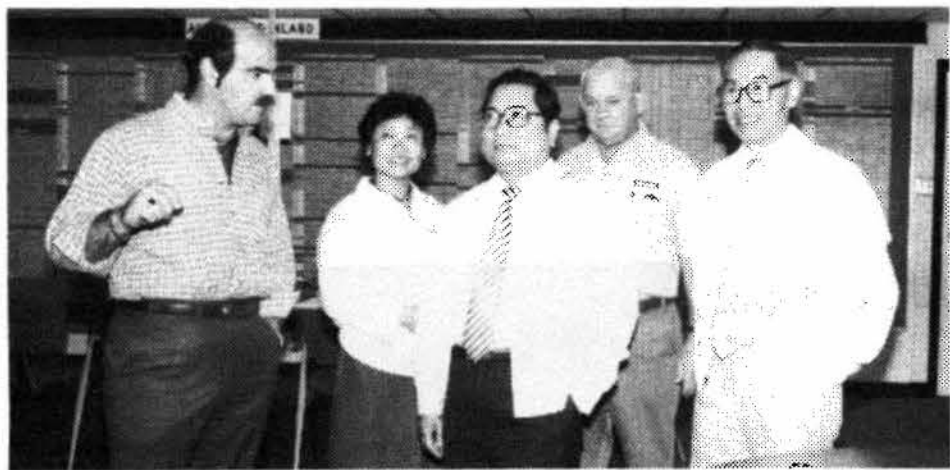


First MEBA District Two Officers pose for UNREP graduation picture with instructors Bill Hellwege and Harry Alongi. Pictured from l. to r. are: Steven Wilson, David Gibson, Joseph Z. Gremelsbacker, John Maytum, Anthony Papadopoulos.

SHLSS News



Port Agent Edd Morris congratulates John Smith upon completion of the Port Employee twelve-week training program. John spent six weeks in training at SHLSS, and six weeks of training at SIU Headquarters before returning to his port in Seattle.



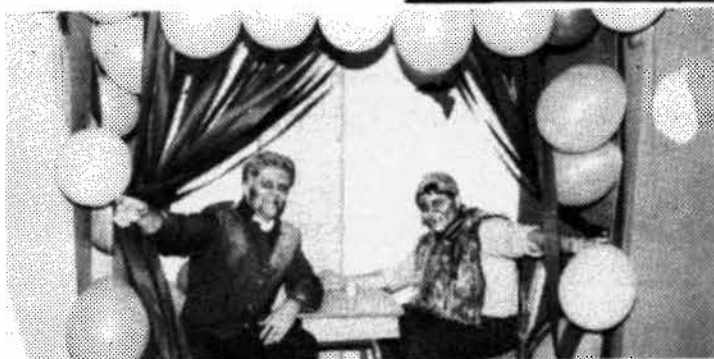
Manpower Coordinator Bart Rogers explains the functions of the SIU Informational Systems to representatives from the Republic of China. Pictured l. to r.: Bart Rogers, Ms. Ko Yu-Chin, President Chinese Federation of Postal Workers, Chen Hsi-Chi, President Chinese Federation of Labor, SHLSS Commandant Ken Conklin, and Husan Hu Coordination Counselor for Public Affairs, Chinese Federation of Labor.



The eighth grade geography class from Northern Middle School in Owings, Md. recently enjoyed a tour of the SHLSS facilities. Each student was given a navigational chart as a souvenir.



SHLSS trainees have participated in the success of the Piney Point Elementary School Halloween Carnival since 1980. This year's activities included fortune telling, story telling, rope climbing, refreshments, as well as general set-up and dismantling. As usual they did an outstanding job.



Bosun Recertification

First row l. to r.: Sil T. Ablaza, Jr., E. J. Roklicki, E. J. Duhon Jr., R. B. Mohamed. Second row l. to r.: Nick Nagy, J. M. Zepeda, Geo. H. Bradley, Willie Mitchell. Not pictured: Bill Eckles, Ferdinand Gongora, Julius Francum.



Celestial Navigation

In alphabetical order: Harold Berggren, Michael Forrester, Todd Guzmann, Walter Henry, Allan Hitt, James Kruger, Michael Lynch, Jeffrey McPherson, Terrance Murphy, Thomas Mylan, Rory Wix.



Able Seaman

First row l. to r.: Michael E. Habbell, Darryl B. Nelson, Jose A. Alvarez, Steve Yursha, James Blitch. Second row l. to r.: Mark Durand (Instructor), Toni Miller, Mike Schmidt, Mark Ricci, Brian Fountain, Frank Andryauskas. Third row l. to r.: John McLaurin, Timothy Hammack, Chip Noell, John O'Shaughnessy, Michael Moon Moore.

QMED Classification

The QMED - Any Rating course is twelve (12) weeks long. The subject breakdown is:

- Weeks 1, 2 - Generals/Pumpman
- Weeks 3, 4 - Machinist
- Weeks 5, 6, 7, 8 - Electrician/Deck Engineer
- Weeks 9, 10 - Refrigeration
- Weeks 11, 12 - Junior Engineer

The ten (10) specialty courses are:

1. Automation - 4 weeks.
2. Marine Electrical Maintenance - 10 weeks.
3. Marine Electronics - 6 weeks.
4. Refrigeration Systems Maintenance & Operations - 6 weeks.
5. Welding - 4 weeks.
6. Pumproom Maintenance & Operations - 7 weeks.
7. Diesel Engine Technology - 6 weeks.
8. Hydraulics - 4 weeks.
9. Hagglund Crane Maintenance - 6 weeks.
10. Refrigerated Container Advanced Maintenance - 6 weeks.

The classification steps are:

1. **4th Class QMED** - SHLSS QMED certificate or Coast Guard QMED -Any Rating.
2. **3rd Class QMED** - QMED with 2 or 3 SHLSS specialty courses.
3. **2nd Class QMED** - QMED with 4 or 5 SHLSS specialty courses.
4. **1st Class QMED** - QMED with 6 or more SHLSS specialty courses.

QMED Classification Information:

1. All SHLSS specialty course certificates will be retroactive to the dates obtained. **Example:** If a member completed a class in 1977, it will count.
2. No more than two (2) specialty courses can be taken consecutively. A member needs "on-the-job" experience to go along with the theory.
3. A minimum of three (3) months seetime will be required before obtaining the next higher QMED class rating. This gives the member a chance to try out day working jobs they are being trained for. **Example:** 2nd Electrician.
4. A test for certification will be given, if the member can show evidence of a class (es) taken elsewhere.
5. Any member with an Engineer's License will be classified as a 1st Class QMED.
6. Any member with more than two (2) years of discharges from a day working job will be able to take a practical test in lieu of the specialty course. **Example:** A member with three (3) years Chief Pumpman discharges can take the Pumproom Maintenance and Operations test, instead of the course. If he/she passes the test, he/she will receive the certificate.
7. SHLSS will be increasing the number of classes offered in the ten (10) specialty courses, to make sure everyone has the opportunity to take the classes.
8. SHLSS will be getting new equipment to beef up the courses for larger class sizes, and to update the training programs. **Example:** Two (2) or more Diesel Engines, Tanker Cargo Control Simulators and a Regulator Panel with Modular Card Packs, and a new Cargo Crane.

Upgrading Course Schedule



December 1985 Thru February 1986

**Programs Geared to Improve Job Skills
And Promote U.S. Maritime Industry**

Following are the updated course schedules for December 1985 thru February 1986, at the Seafarers Harry Lundeborg School of Seamanship.

SIU Representatives in all ports will assist members in preparing applications.

NOTE: Re-register before leaving your home port for training at the Seafarers Harry Lundeborg School of Seamanship to avoid having an expired shipping registration card when leaving SHLSS.

Also bring proof of Seafarers Welfare Plan eligibility with you.

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Third Assistant Engineer	January 27	April 11
Marine Electrical Maintenance	February 24	April 25
Hagglund Crane Maintenance	January 3	February 14
Refrigeration Systems Maintenance & Operations	January 10	February 21
Refrigerated Containers Advanced Maintenance	February 21	April 4
Welding	February 21	March 20
Conveyormen	January 24	February 20

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Simulator	December 6	December 12
License Mate (Third Unlimited - Master Mate Freight & Towing)	January 31	April 11
Lifeboat	February 24	March 7
Sealift Operations & Maintenance	January 10 February 7	February 7 March 7
Radar Observer	January 10 February 17	January 24 February 28
Tankerman	December 27	January 9

Steward Upgrading Courses

Course	Check-In/Completion Date	Length of Course
Chief Cook	January 8	March 14
Cook & Baker	January 29	March 9

Adult Education Courses

Course	Check-In Date	Completion Date
(ESL) English as a Second Language	January 24	March 8
(ABE) Adult Basic Education	January 24	March 8
(GED) High School Equivalency Program	January 24	March 8

For seafarers who are applying for the upgraders Lifeboat classes and who are either ESL or may need some work on basic skills, may take the ESL/ABE Lifeboat three weeks prior to the scheduled Lifeboat class. This class is offered February 28, 1985 thru March 21, 1985.

The Developmental Studies Class will be offered one week prior to some of the upgrading classes. The will be offered as follows:

Third Engineer	January 17	January 24
Conveyorman	January 17	January 24

NOTE: Check the December and January Seafarers LOG for a complete listing of all classes that will be given at SHLSS in 1986.



Seafarers Harry Lundeborg School of Seamanship Upgrading Application



Name _____ (Last) _____ (first) _____ (Middle) _____ Date of Birth _____ Mo./Day/Year

Address _____ (Street) _____

_____ (City) _____ (State) _____ (Zip Code) _____ Telephone _____ (Area Code) _____

Deep Sea Member ☐ Inland Waters Member ☐ Lakes Member ☐ Pacific ☐

Social Security # _____ Book # _____ Seniority _____

Date Book Was Issued _____ Port Issued _____ Port Presently Registered In _____

Endorsement(s) or License(s) Now Held _____

Are you a graduate of the SHLSS Trainee Program: ☐ Yes No ☐ (If yes, fill in below)

Trainee Program: From _____ to _____ (dates attended)

Have you attended any SHLSS Upgrading Courses: ☐ Yes No ☐ (If yes, fill in below)

Course(s) Taken _____

Do you hold a letter of completion for Lifeboat: ☐ Yes No ☐ Firefighting: ☐ Yes No ☐ CPR: ☐ Yes No ☐

Date Available for Training _____

Primary Language Spoken _____

RECORD OF EMPLOYMENT TIME—(Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

No transportation will be paid unless you present original receipts and successfully complete the course.

RETURN COMPLETED APPLICATION TO:
Seafarers Harry Lundeborg Upgrading Center, Piney Point, MD. 20674

I am interested in the following course(s) checked below:

DECK DEPARTMENT

- ☐ Tankerman ☐ Celestial Navigation
- ☐ AB Unlimited ☐ 1st Class Pilot
- ☐ AB Limited
- ☐ AB Special
- ☐ Towboat Operator Inland
- ☐ Towboat Operator (NMT 200 miles)
- ☐ Towboat Operator (Over 200 Miles)
- ☐ Master/Mate Inspected Towing Vessel
- ☐ Third Mate
- ☐ Radar Observer Unlimited
- ☐ Simulator Course

ENGINE DEPARTMENT

- ☐ FOWT ☐ Automation
- ☐ QMED—Any Rating ☐ Diesel Engine
- ☐ Marine Electronics
- ☐ Marine Electrical Maintenance
- ☐ Pumproom Maintenance & Operation
- ☐ Refrigeration Systems Maintenance & Operations
- ☐ Chief Engineer/Assistant Engineer (Uninspected Motor Vessel)
- ☐ Second/Third Asst. Engineer (Inspected)
- ☐ Hagglund Crane Maintenance
- ☐ Hydraulics
- ☐ Conveyorman
- ☐ Refrigerated Containers
- ☐ Advance Maintenance

STEWARD DEPARTMENT

- ☐ Cook & Baker ☐ Chief Cook
- ☐ Towboat Inland Cook ☐ Chief Steward

ALL DEPARTMENTS

- ☐ Welding ☐ Lifeboatman
- ☐ Sealift Operations & Maintenance

ADULT EDUCATION DEPARTMENT

- ☐ Adult Basic Education (ABE)
- ☐ High School Equivalency Program (GED)
- ☐ Developmental Studies (DVE)
- ☐ English as a Second Language (ESL)

COLLEGE PROGRAM

- ☐ Nautical Science Certificate Program
- ☐ Scholarship/Work Program
- ☐ Other _____



Government Services
by V.P. Buck Mercer

A little self-congratulation is in order. The Military Sealift Command turned 36 years old on Oct. 1. SIU members who are employed in this division perform an invaluable public service by providing support to the Navy while it is overseas.

At times, though, it seems that the government is not very appreciative of the services we perform. We have been having a problem with the Military Sealift Command over the question of medical coverage for our members. The MSC contends that it does not have to provide coverage for ailments that are not specifically job related (i.e., colds, prescriptions, etc.). The government will continue to pay for these medicines or services, but has decided to deduct the cost from a worker's paycheck.

We believe that this goes against years of previous practice. The MSC contends that its obligation to provide comprehensive medical coverage ended when the USPHS hospitals were closed in October 1981. We say that this is nonsense, and besides, the four years that the MSC has provided coverage is proof that the two issues are unrelated.

One more thing. The recent hijacking of the *Achille Lauro* underscores that all of us who make our living at sea must be alert to the dangers posed by worldwide terrorism. Outside the MSC, there is no industry-wide practice on how to deal with the matter.



Gulf Coast
by V.P. Joe Sacco

FOR those who are not yet aware of it, there is a war being waged in the tug and barge industry of this country. The latest shot was fired in the Gulf, where National Marine agreed to sell 13 of the 17 boats in its fleet to Compass Marine Propulsion.

As a result of this sale, 150 loyal and productive workers have been laid off. The irony is that the sale is not a real sale. It is just an elaborate mechanism by which National Marine can evade its contractual and moral obligations to its workers.

Area Vice Presidents' Report

Compass Marine has 10 boats that are presently tied up because of a lack of work. The only reason why it has agreed to buy 13 more boats is because National Marine has promised to throw it business. And the only reason why National Marine agreed to the sale in the first place is because it wants to cut back on wages, benefits and working conditions.

The SIU is now in court to block the sale. We have made a commitment to the people that we represent. No matter how much it costs, and how long it might take, we will do everything we can to protect their rights.

The sale of National Marine has sent shock waves throughout the entire tug and barge industry. If the court allows this sale to stand, then no person working in the tug and barge industry can count on any kind of job security. Workers in other fleets—Sonat, in particular—are viewing the sale with alarm.

The conduct of companies like Sonat and National Marine are poisoning the entire atmosphere of the tug and barge industry. Workers and unions are beginning to realize that you can't rely on the word of the corporate managers who run these companies because there is a strong likelihood that they won't be there in a year or two. As a result of the increasing number of corporate sales and takeovers, the only constant factor in a worker's life is his or her affiliation with a union.

This is a problem that goes far beyond the confines of the tug and barge industry, or even the maritime industry. It is a cancer that is eating at the American way of life. This country is producing a generation of managers who have no sense of responsibility to the people who have helped make their companies profitable.

A new social contract is in the process of being negotiated, whether we like it or not. That is why we in the Gulf have made an extra effort to be involved at a grassroots level. I took time out from my busy schedule to attend the MTD meeting in Anaheim. In addition, the members and officials in the Gulf worked hard to make sure that local candidates who have consistently supported pro-labor and maritime issues were elected in the Nov. 5 elections.



Great Lakes and Rivers
by V.P. Mike Sacco

THE end of the dredging and shipping season is fast approaching. Each year around this time, as the weather hits the freezing point and

below, work on the Great Lakes grinds to a halt.

There have been a spate of articles on the antiquated state of the St. Lawrence Seaway, which connects the Great Lakes to the Atlantic Ocean and presumably international trade. But the St. Lawrence Seaway is in such bad shape that many companies have found it cheaper to bring their products to Baltimore or Norfolk. Officials in this area have been meeting with our representatives in Congress, who view this matter as serious and deserving of immediate attention.

Luedtke Engineering is engaged in a major project in Wisconsin. It also has started jobs in the Rochester area.

I want to wish all our members a happy Thanksgiving Day holiday!



West Coast
by V.P. George McCartney

SEVERAL big news items occurred out here. The Maritime Trades Department of the AFL-CIO held its convention in Anaheim; a new hall was dedicated in Honolulu; there was a heroic rescue onboard one of our vessels, and a mysterious stranger visited the San Francisco Bay area and captured the hearts of everyone on the coast.

The Maritime Trades Department, under the leadership of SIU President Frank Drozak, met in October to plot a course of action to bring about the revitalization of the American-flag merchant marine. There are fewer than 410 active vessels in this nation's deep-sea fleet. Five years ago, there were more than 600.

While many resolutions were passed, I want to make special mention of two, those dealing with the Cargo Preference Act of 1954 and the Jones Act.

During the past five years, funding for every single maritime program has been eliminated or curtailed. Without cargo preference or the Jones Act, it is doubtful that we would have any American-flag merchant marine at all. I urge every member to keep abreast of developments relating to these two issues. Read the LOG, or else talk to one of the field reps. And by all means, contact your senator or congressman on the issues.

James Filippo, an AB on the *Sugar Islander*, fell overboard earlier this month. He was rescued by the wiper and captain, who jumped into the water to save him. Had they not done so, Filippo would have almost certainly drowned, because he had hit his head and was unconscious. This is just one more example of the selflessness and fine training that typify the SIU mem-

bership. More on this story on Page 5 of the LOG.

We opened up our new hall in Honolulu earlier this month. It is quite beautiful, befitting a region that is known for its tranquility and hospitality. Thanks to the *Constitution* and *Independence*, Honolulu has become an important port for SIU seamen. I want to remind everyone that legislation is being considered that would add at least one more vessel (the *Liberte*) to this country's two-vessel cruise ship fleet.

The SIU was very active in the November elections. There was one interesting development out here. Many of the local candidates were concerned about a national issue: the trade deficit. To those familiar with the recent history of California—which is famous for its love affair with foreign-made goods, especially cars—this comes as something of a surprise. It suggests that the Democrats will have an important issue once 1986 comes around.

As for that mysterious stranger: no it wasn't Princess Di, or even Vitaly Yurchenko (the defector-turned defector). It was Humphrey the humpback whale. I mention this only because it was the hot topic of conversation in the Union halls.

One more thing: I would like to thank the following SIU members for serving as sergeant-at-arms during the AFL-CIO Convention: Nicky Main (Tankerman, Crowley); Ricardo Gill (Tankerman, Crowley); Jim Rolin (Tankerman, Crowley); Nick Nagy (Recertified Bosun); Gussie McKee (Recertified Steward); Mike Guerin (Tankerman, Crowley); Bill Pratley (AB); Wayne Knoedler (AB), and last but not least, Clarence Henry, who was once a contender for boxing's middleweight world championship.



East Coast
by V.P. Leon Hall

IT has been a busy month on the East Coast.

SIU members manned an informational picket line on Wall Street to publicize the dispute that this Union and District 2-MEBA are having with Sonat Marine. Frank Drozak and the officials of this Union have made an all-out commitment to inform the public about the shabby way that Sonat has treated the people who work for it.

In New Bedford, the SIU has been meeting with two separate associations of fishing boat owners to hammer out a contract for our newly-organized members in that port.

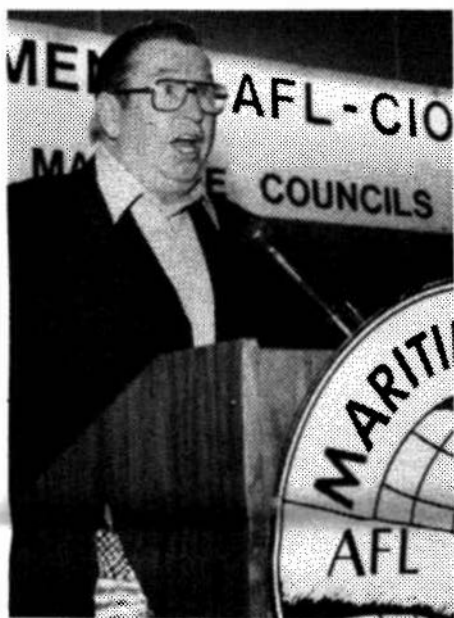
Also in Massachusetts, the SIU presented testimony to the state legislature. Some local politicians wanted to pass a resolution calling on Congress

(Continued on Page 19.)

Drozak Slams Calls For Nation



MTD President Frank Drozak opened the Maritime Trades Department convention with a call for unity in what he termed is "the toughest fight this labor movement has seen in many years."



Raymond McKay, president of Marine Engineers Dist. 2, said that jobs for American workers must be our No. 1 priority.



Rudy Oswald, director of the AFL-CIO Department of Economic Research, said that our economy is in trouble in four key areas—jobs, help for the unemployed, federal budget and trade.

Port Maritime Councils National Field Representatives

American history began with its seaports, and our economic development has been centered in coastal and inland cities that provide essential waterborne transportation.

The seeds of trade unionism were planted early in our port cities. Today, most of these are still centers of a variety of maritime activities, and they have strong and varied unions to better the lives of their members and improve the economic climate of their communities.

Because the maritime industry is an integral part of all port cities, it is natural that trade unions in these maritime centers have joined forces to help one another and to promote their common trade union and community interests through the Port Maritime Councils of the AFL-CIO Maritime Trades Department.

Today there are 30 Port Maritime Councils. They are structured from the local unions, councils and districts that are a part of the 43 national and international unions affiliated with the Maritime Trades Department, as well as some other local unions outside the MTD which share a common trade union and community bond.

FIELD REPRESENTATIVES

The Port Maritime Councils have greatly benefited from the 18 Field Representatives which assist the officers of the 30 MTD Councils in 21 Port cities.

The National Field Representatives have been especially effective in state and local political action programs and in promoting our national legislative goals in the kitchens and backyards of the nation's congressional leaders. The Field Representatives played an important role in coordinating MTD's highly successful grassroots campaign in 1984.

The more than 200 delegates and other labor representatives attending the biennial convention of the AFL-CIO Maritime Trades Department in Anaheim, Calif. this month heard MTD President Frank Drozak "tell it like it is."

Decrying decades of neglect that have all but sunk the privately-owned and operated American-flag merchant fleet, Drozak once again called for a "national policy which will generate a fair share of cargo for the U.S. merchant marine."

This was a working convention as the delegates from the MTD's 43 affiliated national and international unions took a long and sober look at the state of America's economy and the erosion of many of labor's hard-won social action programs.

"Make no mistake," Drozak told these labor leaders, "we are in tough times." Drozak, who is also president of the Seafarers International Union, cited the continued decline of America's maritime industry and the sharp erosion of the nation's industrial base.

He blamed the administration's blind embrace of a "free trade" policy for the loss of thousands of American jobs, and he expressed the bitterness of all in the convention room at the administration's "callous indifference" to the plight and suffering of the millions of unemployed workers in America.

But, Drozak did see some light on the horizon. He told the delegates that he was enormously encouraged by the recent 245-179 vote in the House rejecting an attempt to scuttle a cargo preference law (see Oct. 1985 LOG). Drozak said he was encouraged by that vote because it demonstrates that the congressional leadership is aware that America's merchant fleet would

disappear from the world's oceans without the requirement that half of all government-generated cargo be shipped on U.S.-flag vessels.

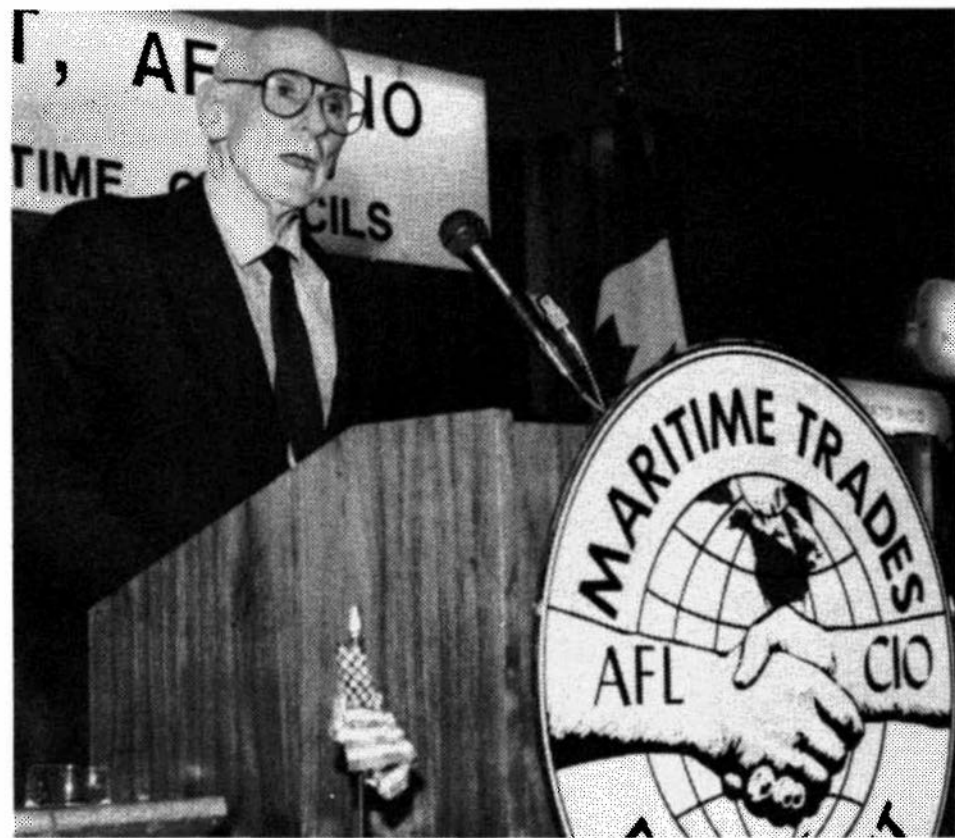
More optimism came from AFL-CIO Secretary-Treasurer Thomas R. Donahue who suggested in his address to the MTD Convention that there has been an important shift in the tide of American public opinion.

Labor is no longer "a voice crying in the wilderness for a sensible trade policy," Donahue said. "People are beginning to catch on to what's happening to our industrial base and to our maritime base, and that's a good thing," he said. Donahue also noted that recent national polls are reflecting a growing concern over the loss of jobs and the growing disparity between the "have's" and the "have not's" in the U.S. economy.

The convention adopted a number of resolutions dealing with a wide range of concerns of the more than 8 million members who are represented by the MTD's 43 affiliated organizations.

High on the list is a comprehensive maritime policy resolution. That resolution noted that less than 6 percent of our nation's foreign trade is carried on ships that fly the American flag. In adopting the resolution by a unanimous vote, the convention stressed that the essential first step is a national policy which generates cargo for U.S. merchant ships.

A national commitment to a fair cargo policy, the resolution went on to say, will generate the investment needed to build new ships in U.S. yards and encourage the training of crews in the latest maritime technology thereby ensuring qualified manpower to meet any national emergency.



Sen. Alan Cranston (D-Calif.) said this: "America cannot hold her own in world trade unless she holds a fair share of the world's maritime shipping business."

"Free Trade," Maritime Policy

Another resolution dealt with "flags of convenience" that allow American shipowners to register their vessels in such nonmaritime countries as Panama, Liberia and Honduras solely to escape their own nation's labor and safety standards, and, not incidentally, to avoid their fair share of taxes.

Two years ago, the resolution noted, the Maritime Trades Department had urged participation by the United States in the United Nations Conference on Trade & Development (UNCTAD) which was then holding sessions seeking ways to phase out these runaway flag ship registries and require a genuine link between the ships and the flags they fly.

But "regrettably and incredibly" the U.S. backed away and joined with those nations that profit from providing flag registries to runaway ships.

Other convention actions reflected the broad concerns of the trade union movement, such as urging legislation to require advance notice of plant closings, opposing a discriminating sub-minimum wage for teenage workers, urging stronger steps to combat "the deadly worldwide epidemic of terrorism," and calling for stepped-up economic pressure against South Africa's apartheid policy.

One area of particular concern to all of the delegates was the rising costs of health care, and the devastation caused by unemployment and the attending loss of health care benefits. The MTD and its affiliates strongly supported efforts of the national AFL-CIO to enact legislation to provide health care services to unemployed workers.

Although numerous federal, state and local programs already exist to help offset the financial strain of unemployment, these benefits are short-lived and are rarely sufficient to take care of even the basic needs of the family of unemployed workers, and even fewer of these programs provide for medical care. For this reason, health care for unemployed workers contin-

ues to be a top legislative priority for the MTD and the national AFL-CIO.

A number of prominent leaders in government and labor came to the MTD convention to talk of their concerns and to offer their support for the programs and objectives of MTD's affiliated unions.

Among the speakers, in addition to the AFL-CIO's Tom Donahue, were Ray Denison, director of the AFL-CIO Department of Legislation, and Rudy Oswald, director of the Department of Economic Research.

Los Angeles Mayor Tom Bradley, hinting that he would be a candidate for governor next year, expressed his continued strong support for a healthy U.S. maritime industry. Mayor Bradley thanked MTD President Drozak for his strong support and for the support of the SIU in his campaigns in California.

Sen. Alan Cranston (D-Calif.), a long-time supporter of maritime programs and of the needs of workers and their families, told the delegates that "Our economy faces the fight of its life over the next 10 years.

"We must have a concerted effort from labor and government and business to tackle the challenge of our severe trade imbalance and to put America's economy on the path to future prosperity," he said.

Cranston praised the efforts of American-flag shipping companies and the unions that represent their seagoing personnel for their increased productivity, and he said that he recognizes that we need cargoes for American-crewed ships.

Sen. Cranston summed it up this way: "America cannot hold her own in world trade unless she holds a fair share of the world's maritime shipping business. We can regain a healthy share of the shipping business if all of us involved—those in Congress, in government, in business and in the maritime trade unions—work together on some basic common sense actions."



Jean Ingraio, executive secretary-treasurer of the Maritime Trades Department, greeted the delegates at the opening of the convention and urged the "participation and cooperation" of all MTD affiliates in "our common struggle to protect American jobs."



Captain Hank Duffy, president of the Airline Pilots, came to the MTD Convention to personally thank SIU President Frank Drozak and all of the members of the Seafarers International Union for their "solid support" during their successful strike against United Airlines earlier this year.



AFL-CIO Secretary-Treasurer Thomas R. Donahue told the delegates that "labor is no longer a voice crying in the wilderness for a sensible trade policy," citing polls which show a growing concern throughout the nation over the loss of jobs to the U.S. economy.



Los Angeles Mayor Tom Bradley pledged his support for a strong U.S. merchant marine.

Legislation

The Maritime Trades Department is committed to the enactment of legislation which will revitalize America's basic industries to restore the jobs of the many thousands of American workers who have been displaced because of recessions and this administration's blind pursuit of a "free-trade" world economy.

The MTD remains committed to its long-term legislative objectives—to ensure better jobs, better working conditions and job security for our members and for all American workers.

We face a time of challenge. This administration has turned a deaf ear to the problems of ailing U.S. industries and their workers. It is cutting more deeply into federal health, safety, environmental and education programs to try to offset budget deficits brought on by its ruinous economic policies.

Along with its 43 national and international affiliates, the Maritime Trades Department is continuing to work with the national AFL-CIO to preserve these vital worker programs, and will strive to enact policies in our government which will promote and protect the jobs of American workers.

Photo Scenes from:

The MTD Convention



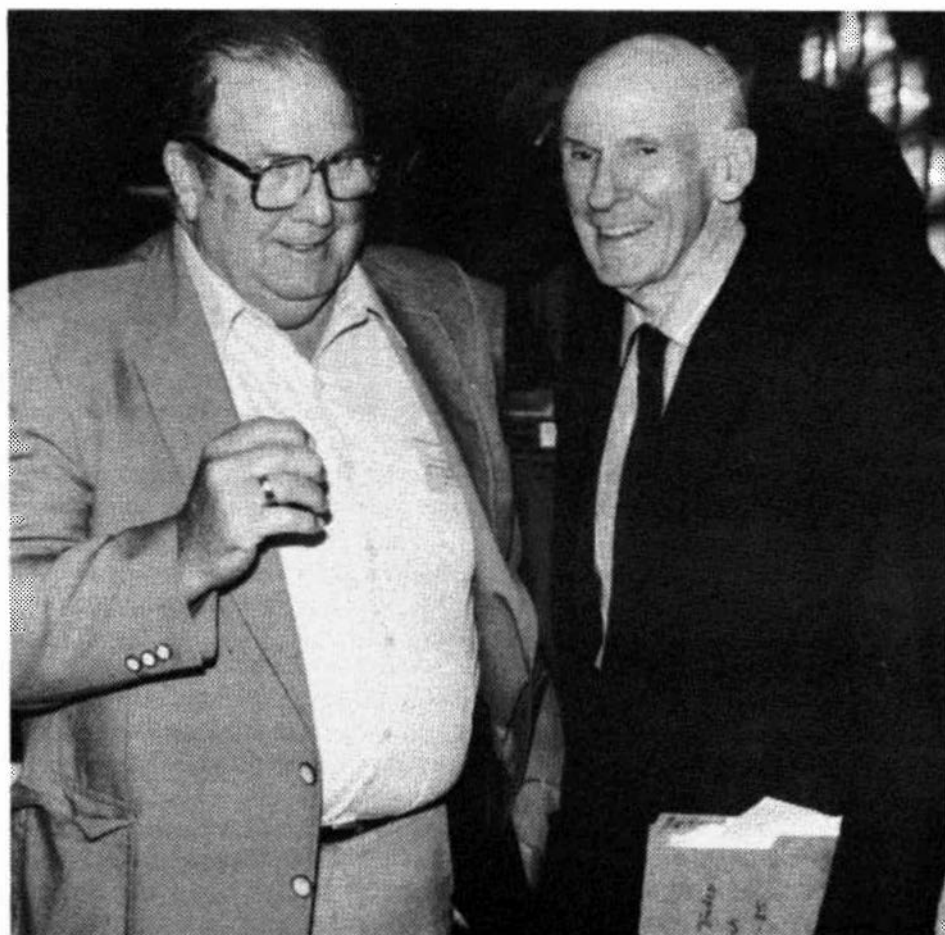
SIU of Canada was well-represented at the MTD Convention. Seated from left are Roger Desjardins, secretary-treasurer, and Richard Thomasson, vice president for the Lakes and Inland Waters. Standing from left are Andrew Boyle, executive vice president, MTD Executive Secretary-Treasurer Jean Ingraio, Roman Gralewicz, SIU of Canada president, Malcom Boyle, counsel, and from the International Transport Workers Federation Ake Selander, assistant general secretary.



Dominic Carnevale, administrative assistant to the president of the Plumbers and Pipefitters, reads the report of the credentials committee.



Paul Dempster (right), president of the Sailors Union of the Pacific, chats with Sen. Alan Cranston (D-Calif.) at the MTD convention.



SIU Executive Vice President Ed Turner (left) chats with an old friend, Sen. Alan Cranston (D-Calif.), during a break in the convention.



AFL-CIO Secretary-Treasurer Tom Donahue posed with MTD President Frank Drozak and MTD Vice President Stephen J. Leslie.



Page Groton, assistant to the president of the Boilermakers and Iron Shipbuilders, hits the deck to express his opinions.



William Lucy, secretary-treasurer of the American Federation of State, County & Municipal Employees, was chairman of the MTD's Trustees Committee.



Jack Otero, vice president of the Brotherhood of Railway, Airline and Steamship Clerks, called upon the delegates for support against Conrail's attempts to take over the successful Amtrak system.



Ed Panarello, executive director of the Greater New York Maritime Port Council, was an active participant of the convention.



Robert A. Georgine, president of the Building & Construction Trades Department of the AFL-CIO, spoke at the MTD Convention. He was later elected a vice president of the AFL-CIO to fill one of four vacancies on the Federation's executive board.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

November 1985

Legislative, Administrative and Regulatory Happenings

Washington Report

Even though 1985 is an off-election year—no Senate or House seats were up for grabs—political analysts still watched the results of the local races to see if they could spot any political trends.

Neither party dominated the voting. With a few exceptions (e.g., Miami), incumbents were returned to office. If there was a trend, it was toward the center.

Conservative and New Right candidates failed to make much headway. The Democrats who were elected, such as New York City Mayor Ed Koch and Houston Mayor Kathy Whitmire, tempered their liberalism with a good dose of fiscal conservatism.

SIU-backed candidates made strong showings in the elections. And in many ways, the 1985 elections were primarily about grassroots.

The Republican party spent millions of dollars trying to recapture or retain control of state legislatures. Their most spectacular success came in New Jersey, where they were able to ride the coattails of Gov. Tom Kean's incredible landslide. A political moderate, Kean captured a majority of votes from every conceivable group, from hard rock conservatives to liberals, blacks and union members.

The most talked about race occurred in Virginia, where a centrist Democratic slate roundly defeated its conservative Republican opponent. For the first time since Reconstruction, Virginia will have a black lieutenant governor.

Doug Wilder, the new lieutenant governor, won the election in a state that has long been considered a bastion of the Old South, and which has a black population of less than 20 percent. His election marked a new chapter in the history of Virginia, and perhaps in national politics as well.

Labor Update

The executive council of the AFL-CIO discussed a number of important issues at its 16th Convention in Anaheim, Calif. which also marked the 30th anniversary of the modern labor movement.

While conceding that the labor movement faces some difficult challenges—the percentage of American workers belonging to unions has reached a 50-year low—the speakers and delegates also pointed out the important gains that have been made in many areas.

Indeed, one of this country's most respected columnists—David Broder of *The Washington Post*—called the convention "historic" and said that the labor movement is lucky to have a vibrant leader like Lane Kirkland heading it during a difficult time in its history.

Some delegates compared the situation of the labor movement today to 1955, when the AFL and CIO were able to put aside long-standing animosities and merge into one powerful national organization.

SIU President Frank Drozak, who sits on the executive council, has been in the forefront of this changed mood. He has consistently called upon American workers to build "A New Frontier"—to respond to the challenges of today as their counterparts in the labor movement responded to the challenges of the Great Depression and the merger of 1955.

Alaskan Oil

The Alaskan oil issue, which many persons thought had finally been resolved earlier this year, is again in the news.

A group of Republican congressmen have introduced a trade bill that would allow North Slope oil to be exported to Japan in return for certain concessions by that country in eliminating import restrictions on American goods.

The SIU is fighting to stop this development. "While such an action could help to slightly reduce our trade deficit with Japan," said SIU President Frank Drozak, "it would increase this nation's overall trade deficit because any exported Alaskan oil would have to be replaced in the U.S. market by more expensive foreign oil."

Earlier this year, the Export Administration Act (EAA) was passed. Among other things, it prohibited the export of North Slope oil.

A number of special interest groups, however, have tried to use the highly emotional trade issue to rescind the ban on the export of Alaskan oil. They made their first move in late October, when the administration announced that limited quantities of oil from the Cook Inlet region of Alaska would be allowed to be exported.

Oil from the Cook Inlet region was not covered by the EAA because it is considered to be "Alaskan state royalty oil."

While the amount of oil that can be exported from Cook Inlet is miniscule in comparison to the amount found in the North Slope region, many maritime figures are afraid that it would set a dangerous precedent. "We shall keep," said Drozak, "a careful eye on the issue to see that Alaskan North Slope oil is not exported. In addition, we will increase our efforts to stop the export of Cook Inlet royalty oil."

Cargo Preference

There has been a promising follow-up to last month's stunning defeat of the agriculture bill anti-cargo preference amendments in the House.

The Senate voted 70-30 to adopt a compromise reached by the maritime industry and a number of important agricultural groups. The compromise would take into account the needs of both industries.

Under the terms of the compromise, the cargo preference requirements of the 1954 Cargo Preference Act would be increased

from 50 to 75 percent in exchange for a redefinition of the type of cargo covered under that act. So-called "concessional cargo" like that generated by the P.L. 480 Program would still be covered by the Act, though programs such as PIK and BICEP, which the agricultural industry contends are "commercial" would not.

Since the original Senate version of the farm bill contained provisions that would have seriously weakened the Cargo Preference Act of 1954, this marks an important victory for the American-flag merchant marine.

A final vote on this issue is expected shortly.

Tax Reform

The House Ways and Means Committee is in the process of marking up a tax reform bill that seeks to restructure the entire tax code. A completed version of the bill may be reported out by the end of November.

Tax reform remains a high priority of the Reagan administration. The bill that was drawn up by the Treasury Department contains a number of provisions that labor and maritime groups find objectionable.

"We have been talking to members of the House Ways and Means Committee about a number of issues vitally important to the maritime industry," said Frank Pecquex, head of the SIU's legislative department. "These issues include the retention of Capital Construction Fund accounts and maintaining tax deductions for convention business expenses incurred onboard U.S.-flag passenger vessels."

"In addition," said Pecquex, "the SIU has encouraged the committee to eliminate the favorable tax treatment currently given to U.S.-owned, but foreign-registered vessels."

Hearings on tax reform are still being held by the Senate Finance Committee. On Oct. 9, the committee heard testimony from financial analysts, economists and maritime operators concerning the potential harm that the tax reform bill could have on the American-flag merchant marine and the shipbuilding industry.

Military Cargo

A federal court has ruled that the U.S. Navy illegally declared that U.S.-flag freight rates covering the carriage of military cargo to Iceland were unreasonable. It ordered the Navy to stop taking bids from foreign operators and to reinstate the 100 percent U.S.-flag carriage requirements.

"This is a victory for the American maritime industry," said SIU President Frank Drozak, "and will reinforce the military preference requirements which are so important to many U.S.-flag carriers, including a large number of SIU contracted operators."

In the Ports of Washington:



The steward department aboard the *President Cleveland* (APL) includes (l. to r.): William Houston, 3rd cook; Lincoln Pinn, 2nd cook; Ruby Ellison, pantry; and J.D. Hopkins, chief cook.



(Photos by Dennis Lundy)

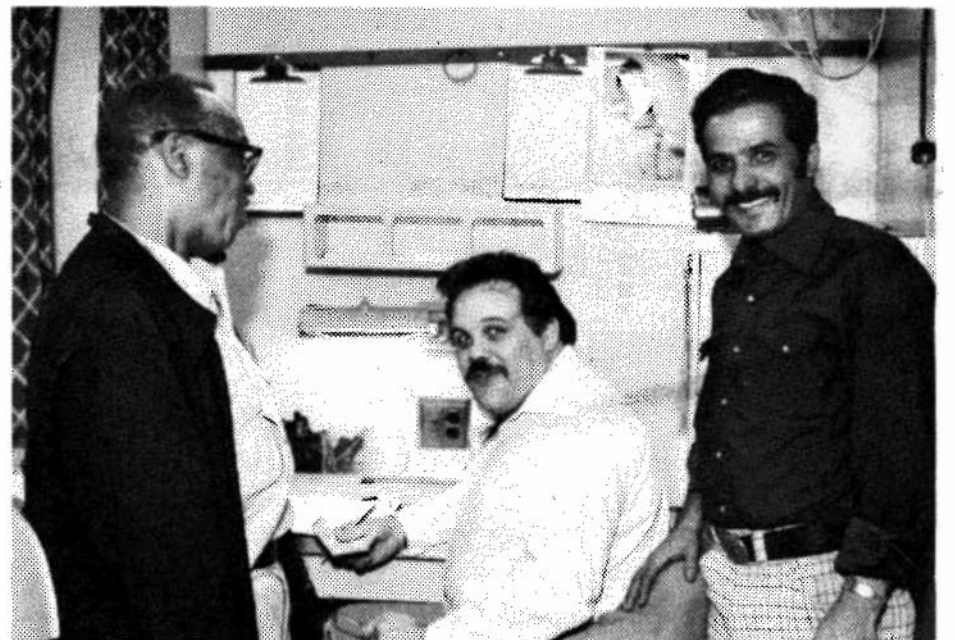
The *President Cleveland* (APL) ties up in the port of Seattle.



Don E. Whitlow, passenger BR on the *President Cleveland*, reads some important information about the new clinic in Seattle.



Ellen Maholchic is waiter #1 aboard the *President Cleveland*.



Payoffs always seem to bring out the smiles. Seattle Port Agent George Vukmir (center) checks the books of Chief Steward Norris Perkins (l.) and Steward Utility Mike Bubarer.



Seattle Port Agent George Vukmir shares information with the membership before a job call in the Seattle hall.



Seattle Field Rep Rich Berkowitz (center) helps D. Campos, AB (l.) and Steve McGuiness prepare campaign posters for the upcoming local elections.

The SIU in Seattle and Tacoma



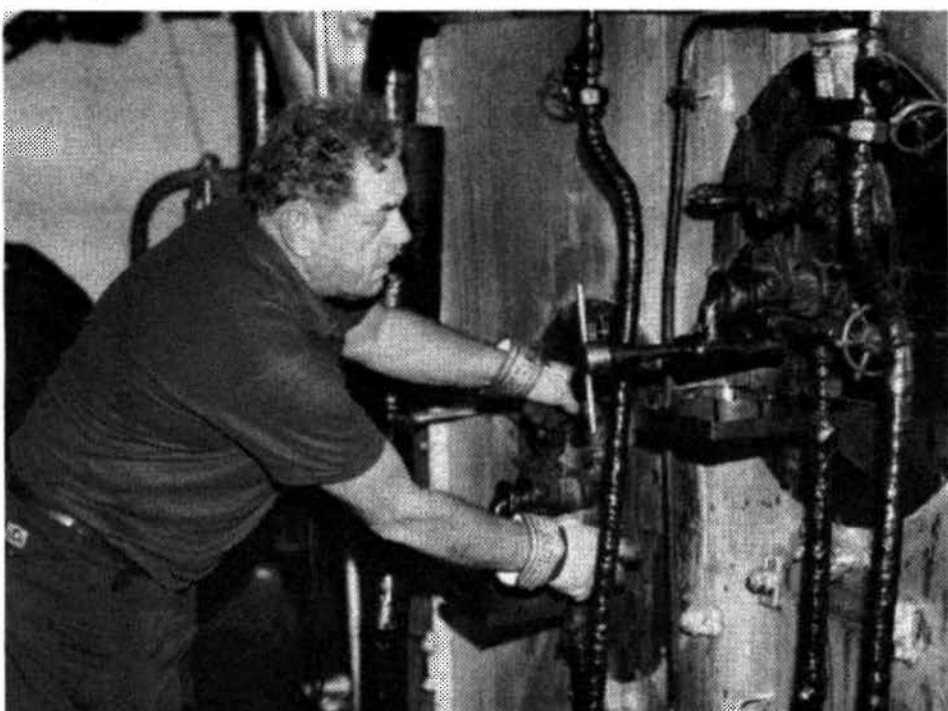
Aboard the *President Wilson* (APL) in Seattle, members get the latest information from Seattle Port Agent George Vukmir. From the left are Richard Walsh, waiter #1; Willie Cromwell, chief cook; Carl Rosander, chief steward; Jim Henry, utility; and Willie Netters Jr., waiter #2.



The *President Wilson* ties up in Seattle.



At the new Sea-Land docks in Tacoma, it's payoff on the *Sea-Land Galveston*. From the left are Charles Curley, wiper; J.C. Myers, chief cook/baker and steward delegate; Ursula Ibert, officer's mess; Ken Hayes, steward; Bill Walton, electrician and educational director; Al Sacco, bosun and chairman; Jesse King, fireman; and George Vukmir, Seattle port agent. The *Galveston* will be the last ship for Bosun Sacco who will retire in December 1985 with more than 20 years seetime.



John Sullivan, QMED (shoregang), keeps the *Galveston's* engine room in tip-top shape.



Mike McKnight, QMED (shoregang) reads the gauges in the *Galveston's* engine room.



Deep Sea



Pensioner **Richard Paul Bowman**, 77, passed away in February. Brother Bowman joined the SIU in 1943 in the port of Boston sailing as a cook. He hit the bricks in both the 1946 General Maritime beef and the 1947 Isthmian strike. Seafarer Bowman was born in Boston and was a resident of Hyde Park, Mass. Surviving are his widow, Stephen of Everett, Mass. and a sister, Rose Clifford of Hyde Park.



Pensioner **Jack Blanchard Chermie, Sr.** died on Oct. 7. Brother Chermie joined the SIU in the port of New Orleans in 1966. Surviving are a son, Jack Jr. and a daughter, Gloria Helie.

Pensioner **Dennis Robert Convey**, 53, succumbed to cancer in the Tampa, (Fla.) Hospital on Sept. 24, 1984. Brother Convey joined the SIU in the port of Seattle in 1957 sailing last as a QMED. He also sailed during the Vietnam War. Seafarer Convey was born in Buffalo, N.Y. and was a resident of Dade City, Fla. Cremation took place in the West Coast Crematory, Clearwater, Fla. Surviving are his widow, Juanita; his parents, Michael and Catherine, and three sisters, Catherine Ball Campbell of Tonawanda, N.Y., Mary Acker of Dearborn Heights, Mich. and Theresa of Minneapolis, Minn.



Pensioner **John Antonio Ensenat**, 69, passed away in Mallorca, Spain on March 20. Brother Ensenat joined the SIU-merged Marine Cooks and Stewards Union in the port of Wilmington, Calif. in 1957 sailing as a head waiter. He was born in Havana, Cuba. Surviving are his widow, Carmen and a daughter, Maria Sodenkamp, both of Margate, Fla.

Joseph Anthony Evans, 61, died on Sept. 25. Brother Evans joined the SIU in the port of New York in 1967 sailing as an AB. He was a former member of the Teamsters Union. Seafarer Evans was a veteran of the U.S. Army during World War II and studied Business Administration in college for three years. A native of Oak Park, Ill., he was a resident of San Pedro, Calif. Surviving are two sisters, Ellyn Call of Springfield, Ill. and Harriet Orde-mann of Mountain Lakes, N.J., and an aunt, Margaret Hirth of Pekin, Ill.

Pensioner **J. A. Felzer** died on Sept. 13. Brother Felzer joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco. He went on pension in 1967.

Pensioner **Henry Griffin Jr.**, 67, died on Sept. 30. Brother Griffin joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1975 sailing as a tailor. He was born in Mississippi and was a resident of San Francisco. Surviving is a sister, Laura Turner of St. Louis, Mo.

Dennis W. Hardin, 26, died on Sept. 8. Brother Hardin joined the SIU following his graduation from the Seafarers Harry Lundeberg School of Seamanship Entry Trainee Program at Piney Point, Md. in 1977. He was born in Missouri. Surviving are his widow, Phyllis and his father, Donald of Hazelwood, Mo.



Vincent Anthony Hebert, 58, died on May 18. Brother Hebert joined the SIU in 1945 in the port of New Orleans sailing as a chief steward. He attended the 1970 Piney Point Crews Conference No. 4. Seafarer Hebert was a veteran of the U.S. Navy during World War II. Born in Houma, La., he was a resident of Slidell, La. Surviving are his widow, Betty; two sons, Steven and Thomas; two daughters, Lina and Kathy, and his mother, Ev-elida of New Orleans.

Pensioner **Louis Kemp**, 89, passed away from a heart attack in the San Francisco General Hospital on June 18. Brother Kemp joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco sailing as a waiter. He first sailed on the West Coast in 1948 and went on pension in 1971. Seafarer Kemp was born in New York and was a resident of San Francisco. Burial was in the Rolling Hills Park Cemetery, Richmond, Calif. Surviving are a sister, Mathilda of New York City and a nephew, Walter Berger of Newark, N.J.



Pensioner **Liston Neal Lanier Jr.**, 62, died of heart-lung failure at home in Beulaville, N.C. on Sept. 20. Brother Lanier joined the SIU in the port of Baltimore in 1951 sailing as an AB. He was born in Duplin City, N.C. Burial was in the Jeff Lanier Cemetery, Lyman, N.C. Surviving is his widow, Eula.

Leo L. Loney, 58, died on Sept. 24. Brother Loney joined the SIU in the port of New York in 1955 sailing as a

steward utility. He was a veteran of the U.S. Army after World War II. Seafarer Loney was born in Brooklyn, N.Y. and resided there. Surviving is a sister, Doris Pierce of Brooklyn.



Pensioner **Leonard Gray Mattson**, 68, died of natural causes in the U.S. Veterans Administration Hospital, New York City on Sept. 23. Brother Mattson joined the SIU in the port of New York in 1967 sailing as a chief electrician. He attended the 1970 Piney Point Crews Conference No. 8. Seafarer Mattson was born in Jacksonville, Fla. and was a resident of Queens, N.Y. Cremation took place in the Fresh Pond Crematory, Queens. Surviving are his widow, Arlee and another relative, Leonard K. Mattson, also of Queens.



Pensioner **Carlton "Carl" Eugene Moore**, 56, succumbed to cancer in the Maryview Hospital, Portsmouth, Va. on Aug. 22. Brother Moore joined the SIU in 1947 in the port of Philadelphia sailing as an AB. He was a veteran of the U.S. Army after the Korean War. Seafarer Moore was born in North Carolina and was a resident of Portsmouth. Interment was in the Green-lawn Gardens Cemetery, Chesapeake, Va. Surviving are a daughter, Carla of Baltimore and his mother, Carrie Clifton of Portsmouth.

James Montgomery Newsome, 57, died on Oct. 21. Brother Newsome joined the SIU in the port of Norfolk in 1965 sailing as a QMED. He also worked for the Norfolk Ship and Drydock Corp. in 1964. Seafarer Newsome hit the bricks in the 1965 Chicago, Ill. taxi beef. Born in Roanoke Rapids, N.C., he was a resident of Norfolk. Surviving are his widow, Mammie; his mother, Myrtle of Norfolk, and a brother, Seafarer Dallas Newsome of Virginia Beach, Va.

Philip Ortin Sr. II, 46, died on Oct. 21. Brother Ortin joined the SIU in the port of San Francisco in 1975 sailing as a cook and baker. He was born in New York and was a resident of Brooklyn, N.Y. Surviving are his widow, Paulina; two sons, Philip Jr. III and Edward; a daughter, Vanessa, and his mother, Julie Hilaire of New York City.



Pensioner **Heath Pressley**, 65, died on Sept. 28. Brother Pressley joined the SIU in the port of New York in 1955 sailing as a cook. He began sailing in 1947 and was a veteran of

the U.S. Army in World War II. Seafarer Pressley was born in Charlotte, N.C. and was a resident of Long Beach, Calif. Surviving are his widow, Kachiko and his mother, Heuz of Charlotte.

John Rawza, 53, died of heart failure in the Houston Del Oro Medical Center on Sept. 27. Brother Rawza joined the SIU in the port of Houston in 1958 sailing as a FOWT. He was born in Deckerville, Mich. and was a resident of Houston. Cremation took place in the Forest Park Crematory, Houston. Surviving are his widow, Sandra of Magnolia, Texas; a brother, Henry of Houston, and a sister, Jenny of Chicago, Ill.

Pensioner **Luis Rodriguez**, 71, passed away from heart failure in the Southside Hospital in New York on April 4. Brother Rodriguez joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1951. Seafarer Rodriguez was born in Puerto Rico and was a resident of Long Island. Interment was in St. Raymond's Cemetery, the Bronx, N.Y. Surviving are his widow, Blasina and five daughters, Anna Cruz of Brentwood, Carmen Amalia, Carmen Ner-eida, Luz and Migdalia.



Pensioner **Melicio Mejia Serquina**, 77, passed away on Sept. 27. Brother Serquina joined the SIU in the port of Seattle in 1963 sailing as an AB. He was born in the Philippine Is. and was a resident of Seattle. Surviving is his widow, Kaizuko.



Pensioner **James Lewis Shipley**, 59, succumbed to heart failure at home in Allen Park, Mich. on Oct. 2. Brother Shipley joined the SIU in 1945 in the port of Boston sailing as a chief electrician. He walked the picket line in the 1946 General Maritime beef. Seafarer Shipley was born in Hot Springs, N.C. Burial was in the Our Lady of Hope Cemetery, Brownstown Twsp., Mich. Surviving are his mother, Pearl of Lincoln Park, Mich. and a brother, Claude, also of Lincoln Park.



Otto Tonner, 83, passed away recently. Brother Tonner joined the SIU in the port of San Francisco in 1963 sailing as an AB. He had sailed 35 years and attended the 1970 Piney Point Crews Conference No. 11. Seafarer Tonner was born in Germany and was a naturalized U.S. citizen. He was a resident of Baltimore.



Pensioner **Henry Arthur West Sr. II**, 73, passed away recently. Brother West joined the SIU in the port of Seattle in 1962 sailing as a FOWT. He was a veteran of the U.S. Navy during World War II. Seafarer West was born in St. John's, Newfoundland, Canada and was a naturalized U.S. citizen. He was a resident of Lynwood, Wash. Surviving are his widow, Alta of Marysville, Wash. and his son, Henry Arthur Jr. III of Woodinville, Wash.



Pensioner **Jesse Dalton Wiggins**, 83, passed away on Oct. 24. Brother Wiggins joined the SIU in 1944 in the port of New Orleans sailing as an AB. He was on the picket line in the 1946 General Maritime strike and the 1947 Isthmian beef. Seafarer Wiggins was born in Alabama and was a resident of Andalusia, Ala. Surviving are his widow, Livia and a nephew, James Dalton McVay of Andalusia.

Taylor Wofford died on Jan. 16.

Area Vice Presidents Report

(Continued from Page 11.)
to redefine the Jones Act to exclude fishermen. The SIU is vehemently op-



Pensioner **Zun Ken Wong**, 84, succumbed to a cerebral hemorrhage in St. Mary's Hospital, San Francisco on June 25. Brother Wong joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco sailing as a cook. He began sailing in 1933 and first sailed on the West Coast in 1946. Seafarer Wong was born in Ningpo, China and was a resident of San Francisco. He was a naturalized U.S. citizen. Interment was in Woodlawn Park Cemetery, Colma, Calif. Surviving are his widow, Chi Fong and a son, Peter of San Francisco.

Atlantic Fishermen

Pensioner **Joseph Billante**, 78, passed away from heart failure in St. Mary's Hospital, West Palm Beach, Fla. on Oct. 5. Brother Billante joined the SIU-merged Atlantic Fishermen's Union in the port of Gloucester, Mass. sailing as a fisherman. He went on pension in 1972. Fisherman Billante was born in Italy and was a resident of Lake Worth, Fla. Burial was in Calvary Cemetery, Gloucester. Surviving is his widow, Vincie.

Great Lakes



Pensioner **Erling Oscar Anderson Jr.**, 58, died on Sept. 28. Brother Anderson joined the Union in the port of Detroit in 1961 sailing as a gateman for the Bolland and Cornelius Steamship Co. He was born in Manistique, Mich. and was a resident of Toledo, Ohio. Surviving is his father, Erling D. Anderson Sr. of Manistique.



Francis Baker, 68, died on Oct. 23. Brother Baker joined the Union in 1947 in the port of Ashtabula, Ohio sailing as a FOWT last for the Bay Shipping Co. in 1981. He was a veteran of the U.S. Navy during World War II. Laker Baker was born in Superior, Wis. and was a resident of Duluth, Minn. Surviving is his brother, Clarence of Superior.



Pensioner **Elmer George Derby**, 75, succumbed to cancer at home in Bear Lake, Mich. on Sept. 17. Brother Derby joined the Union in the port of Elberta, Mich. in 1958 sailing as an oiler on the Ann Arbor (Mich.) Carferries. He was born in Manster City, Mich. Interment was in the Bear Lake Twsp. Cemetery. Surviving is his widow, Doris.

Pensioner **John Ellias Sr.**, 60, died on Oct. 29. Brother Ellias joined the Union in the port of Detroit in 1960 sailing as a bosun. He began sailing in 1947. Laker Ellias was born in Mellen, Wis. and was a resident of St. James City, Fla. Surviving are his widow, Delores; a son, John Jr. of Mellen and a daughter, Sara.

Pensioner **Carl Edward Jensen**, 80, passed away on Oct. 9. Brother Jensen joined the Union in the port of Frankfort, Mich. sailing as an AB. He went on pension in 1970. Laker Jensen was born in Norway and was a resident of Frankfort. Surviving are his widow, Velma, and a son, Gary, both of Elberta, Mich.



posed to any weakening of the Jones Act.
The SIU played an active role in

the local elections up and down the East Coast. An example of why we did this occurred in Gloucester, where several local politicians were eager to tear down existing fishing piers and replace them with high priced condominiums. This lack of concern for an important local industry is not helping matters for fishermen here, who have had to contend with one of the worst fishing seasons in recent memory, thanks in large part to poor weather, soaring insurance rates and scarce fishing resources.

In addition to servicing deepsea, inland and fishing equipment, we have been busy with our grassroots activities. In Baltimore, we are preparing for a Christmas Maritime Port Council

meeting.

Shipping has been fair in most ports, except in Norfolk, where it has been pretty good thanks to the large amount of military work there. SIU Rep Mike Paladino wants to remind all "B" Book members about the new ruling concerning military work, which was spelled out in detail in last month's LOG.

We are still negotiating a contract with Shawn's Launch Service in Maryland. The Stuart contract has been settled. And the Association of Maryland Pilots is opening up a new pilot's station near Solomon's Island, which is a short drive from Piney Point. The launch boat will be manned by SIU members.

Seafarers Welfare Plan Emergency Treatment

Reasonable and customary charges are payable, for eligible members and their dependents, when emergency treatment is received in a hospital setting, even if it does not involve a hospital stay.

In addition, under Plan I, emergency care may be covered when received in a doctor's office.

A CLAIM FOR EMERGENCY TREATMENT MUST INCLUDE A STATEMENT FROM THE DOCTOR VERIFYING THE EMERGENCY NATURE OF THE VISIT.



Frank Evers

HELP WITH THESE PROBLEMS IS AVAILABLE. CONTACT THE A.R.C. OR YOUR PORT AGENT

Digest of Ships Meetings

LNG AQUARIUS (Energy Transportation Corp.), September 8—Chairman R. J. Callahan; Secretary Steven R. Wagner; Educational Director Jose Camelo; Deck Delegate John F. Batorski; Engine Delegate Brenda Murray Dye; Steward Delegate R. M. Worobey. No disputed OT. Fifty dollars was added to the ship's fund from an arrival pool. There is now \$230 in the treasury. (Steward Assistant Mark Platania, winner of the \$150 pool, was seen having a good time in Tobata.) The treasurer suggests arrival pools more often. The crew would like to receive the *Stars and Stripes* newspaper upon arrival in Japan. The captain is going to make arrangements for two copies of the paper to be delivered to the ship each trip. The ship's fund will pay for the subscriptions. A brief discussion was held on the importance of donating to SPAD. Also discussed was the necessity for new hands to develop proper work habits and attitudes. A vote of thanks was given to the steward department for a job well done—and a special thanks to Tom Leen for putting out a great salad bar. Report to the LOG: "In Bontang, we had a softball game and won. *LNG Aquarius*, 15-Bontang Ex-Pat's, 13. The bosun is getting relieved this trip along with two other crewmembers. A going-away party was held and a good time was had by all. A special thanks was given to the bosun for providing the beverages." Next ports: Arun, Indonesia and Himeji, Japan.

COVE LIBERTY (Cove Shipping), August 25—Chairman D. Ellette; Secretary W. Wroten; Educational Director R. Giannas. No disputed OT. There is \$61.29 in the ship's fund. The vessel is expected to pay off in Long Beach, Calif. at the end of August. Members interested in shipping on the new Navy-contracted vessels should apply for a security clearance. Applications are available from the portolman. Members also were urged to upgrade their skills at Piney Point because "entry jobs are becoming very scarce." Several suggestions were made. One was for the Union to look into ways to improve and expedite payment of medical claims. Some members feel their credit ratings are being jeopardized because of slow medical payments. There also was a beef about the company's purchasing agent in New York and on how the ship is being shortchanged on fresh fruit and vegetables each voyage. The cockroach problem has gotten out of hand aboard ship. A fumigator/exterminator is needed. Next port: Long Beach, Calif.

CPL LOUIS J. HAUGE JR. (Maersk Lines Ltd.), October 6—Chairman Konstantinos Koutouras; Secretary George Kenny; Educational Director/Engine Delegate Al O'Krogley; Deck Delegate Bob Shaw; Steward Delegate Tom 'Whitey' Wiehl. No beefs or disputed OT reported. There is \$85 in the ship's fund, thanks to the formation of various pools and the generosity of the brothers and sisters of the SIU, along with Naval and maintenance personnel. The bosun reported that the ship is due to arrive in Bahia (Salvador) Brazil at approximately 1100 hours on Thursday, Oct. 10. A launch service will be provided for all. The bosun reminded the members that these are all permanent jobs with a four-on, two-off rotation. A letter from the vice president of operations of Maersk Lines had expressed the company's desire to begin a new policy of providing only two entrees during the noon and evening meals, thus reducing the workload and improving the quality of food served. The educational director noted that some changes are taking place in Piney Point with regard to length of courses. The LOG is continuously updating this information, and it was stressed how very important it is for the membership to upgrade their skills. Also during the meeting, the sad shape of the maritime industry was brought up, and the fact that many of our brothers and sisters have had to take "reductions in pay and benefits" (i.e., the

UIW in Long Beach, and those aboard government charter vessels). To that came the response, "Let it be known that working for lower wages is better than not working at all." The feeling expressed was that if members don't like conditions aboard the maritime prepositioning ships, they shouldn't throw in for the jobs. Thanks was given to headquarters for responding so promptly to the crew's last beefs under Good and Welfare. The matter now rests with the company. Other than this response, there



Aboard the USNS Stalwart (l. to r.): AB Charlie Johnson; OS Mike Novac; Bosun Tom Calahan; OS Joe Murphy; (sitting) Steward Chris Rowe, and QMED Bob Haller.

have been no communications, so while the ship was in Wilmington, Calif., "Whitey" Wiehl and Lisa Wright of the steward department boarded the *Sea-Land Adventurer* and obtained some copies of the LOG, an excellent source of information in keeping up with the everchanging industry and what the Union is doing to keep pace with it. "Speaking of Lisa, she will be missed, and we wish her good luck while at the upgrading center." Report to the LOG: "In the name of Neptunus, brother of Zeus, on the morning of Sept. 7, the ship was boarded by a rowdy bunch calling themselves "Trusty Shellbacks" who promptly seized control of the ship while it was traversing equatorial waters. They rounded up all polywogs and initiated them into the mysteries of the sea. Congratulations to all those who participated (endured) the ritual." Next port: Brazil.

GROTON (Apex Marine), September 30—Chairman Christos Florous; Secretary Marvin Deloatch; Educational Director D. Turner; Deck Delegate John W. Rambo; Engine Delegate Isaac Rowel; Steward Delegate Ali S. Hydera. No beefs or disputed OT. The chairman reported that everything is running smoothly and that the ship will pay off in Stapleton, N.Y. on Oct. 5. He also urged all crewmembers to contribute to SPAD in order to help the Union fight for a stronger merchant marine. The secretary reminded members to take advantage of the upgrading opportunities at Piney Point and to better educate themselves for increased job security. He noted that college courses are available at the school and that the instructors take a sincere interest in each member. The educational director stressed the importance of practicing safety at all times. The steward gave the crew a vote of thanks for their cooperation in keeping the mess room clean. The crew, in turn, gave stewards Marvin Deloatch and Ali S. Hydera a vote of thanks for serving very good food. "The food is much better since they returned from vacation." Next port: Stapleton, N.Y.

OMI LEADER (OMI Corp.), September 25—Chairman/Steward Delegate Kathy DeVane; Secretary Floyd Mitchell Jr.; Educational Director Alton Hickman; Deck Delegate D. Kenny; Engine Delegate Jose Sanchez. Some beefs will be brought up with the patrolman at payoff. The treasurer

reports that a new VCR was purchased from the contributions made by the unlicensed personnel. The machine is hooked up, but there is some problem piping it in to all the rooms. There is still \$103 left in the movie fund and \$60 in the ship's fund. The chairman reports that the ship will pay off this trip. A patrolman will come aboard and, hopefully, provide some clarification on work rules and other items pertaining to the cut in the manning scale. A vote of thanks was given to the steward department for the good food and a job well done. Next port: Chiriqui, Panama.

PATRIOT (Ocean Carriers), September 15—Chairman Richard Kidd; Secretary Edward L. Johnson; Educational Director J. C. Haight. Some problems were reported in the steward department; otherwise, everything is running smoothly. There is \$20 in the ship's fund. The chairman reported receipt of communications pertaining to the 2 percent cost of living allowance and the overtime increases as of July 4. He further reported that the ship's committee had not yet received copies of the new contract. Four crewmembers were taken off ship sick this voyage; all have been replaced. The educational director talked about the importance of responding to the questionnaires from headquarters, and of answering each question fully—especially with regards to establishing retirement and hospital facilities at Piney Point. A motion was made to resolve the extraordinarily high travel expenses incurred by users of the Jacksonville Clinic, either by moving the clinic or by reimbursing users for the taxi fares (which can run as high as \$60 to and from the hall). Next port: Bayview, N.J.

USNS STALWART (Sea Mobility Inc.), September 21—Chairman Thomas F. Callahan; Secretary Chris Rowe; Engine Delegate/Educational Director R. Haller; Deck Delegate Charlie Johnson; Steward Delegate Andy Cuares. No disputed OT was reported. A number of beefs, however, were brought up in all three departments. After reviewing the delegates' report, it was felt that the company should provide in writing its seniority policy and a seniority list. The ship has been operating more in accordance with the deep-sea contracts than with the memorandum of understanding between the SIU and Sea Mobility. It also was felt that an agreement be made, one that would encompass such subjects as overtime, transportation and job descriptions. These, it was believed, would avoid most of the beefs that have arisen to date. Some other requests include videotapes on Union upgrading and Union education, work gloves, arctic clothes, and

that the ship's store carry long johns.

Official ships minutes also were received from the following vessels:

ADONIS
AMERICAN CONDOR
ARCHON
AURORA
CAGUAS
CONSTITUTION
COVE LEADER
COVE NAVIGATOR
LNG GEMINI
LONG BEACH
OMI DYNACHEM
OMI MISSOURI
OMI SACRAMENTO
OMI WABASH
OVERSEAS ALASKA
OVERSEAS ARCTIC
OVERSEAS HARRIETTE
OVERSEAS NEW YORK

PFC EUGENE A. OBREGON
PONCE
PRIDE OF TEXAS
PUERTO RICO
SAM HOUSTON
SAN PEDRO
SEA-LAND ADVENTURER
SEA-LAND DEVELOPER
SEA-LAND ECONOMY
SEA-LAND LEADER
SEA-LAND LIBERATOR
SEA-LAND PACER
SEA-LAND PRODUCER
SEA-LAND VOYAGER
SPIRIT OF TEXAS
STONEWALL JACKSON
LNG VIRGO

Personals

J.P. Fitzgerald

Your old friend Neftali Vargas would like to hear from you again. Write him at Pital de San Carlos, Costa Rica.

Muslim S. Muhammad

Please contact Brenda Sands as soon as possible at 915 Palmetto St., Jacksonville, Fla.

Arthur Remus Murphy

Please call your daughter, Gloria Jean Murphy, at (702) 737-2039.

Robert Shields

Please call Joy Shields at (301) 522-4943.

David D. Sepulveda

Please contact your son, Raymond, at 1953-A Lynch St., St. Louis, Mo. 63118, or telephone (314) 776-3116.

Monthly Membership Meetings

Deep Sea
Lakes, Inland
Waters

Port	Date	
Piney Point	Monday, December 2	10:30 a.m.
New York	Tuesday, December 3	10:30 a.m.
Philadelphia	Wednesday, December 4	10:30 a.m.
Baltimore	Thursday, December 5	10:30 a.m.
Norfolk	Thursday, December 5	10:30 a.m.
Jacksonville	Thursday, December 5	10:30 a.m.
Algonac	Friday, December 6	10:30 a.m.
Houston	Monday, December 9	10:30 a.m.
New Orleans	Tuesday, December 10	10:30 a.m.
Mobile	Wednesday, December 11	10:30 a.m.
San Francisco	Thursday, December 12	10:30 a.m.
Wilmington	Monday, December 16	10:30 a.m.
Seattle	Friday, December 20	10:30 a.m.
San Juan	Thursday, December 5	10:30 a.m.
St. Louis	Friday, December 13	10:30 a.m.
Honolulu	Thursday, December 12	10:30 a.m.
Duluth	Wednesday, December 11	10:30 a.m.
Gloucester	Tuesday, December 17	10:30 a.m.
Jersey City	Wednesday, December 18	10:30 a.m.

Deep Sea



George Leo Arpin, 57, joined the SIU in 1949 in the port of New York sailing as a BR utility. Brother Arpin last sailed out of the port of Gloucester, Mass. He hit the bricks in the 1946 General Maritime beef and the 1947 Isthmian strike. Seafarer Arpin is a veteran of the U.S. Army during the Korean War. Born in Webster, Mass., he is a resident of Thompson, Conn.



Frank "Jimmie" Lindsey Bartlett, 65, joined the SIU in 1947 in the port of New York sailing as a recertified chief steward. Brother Bartlett graduated from the Union's Recertified Chief Stewards Program in 1984. He walked the picket line in the 1946 General Maritime beef, the 1947 Isthmian strike and the 1948 Wall St. beef. A veteran of the U.S. Army during World War II, Seafarer Bartlett was born in Lenox, Ala. and is a resident of Mobile.



Herman Collier, 51, joined the SIU in the port of Houston in 1960 sailing as a chief pumpman. Brother Collier attended Piney Point Crews Conference No. 5 in 1970. He is a veteran of the U.S. Marine Corps in the Korean War. Born in Kentucky, he is a resident of Upper Darby, Pa.



Jack Alphonse Gomez, 59, joined the SIU in the port of New Orleans in 1960 sailing as an AB. Brother Gomez was born in Slidell, La. and is a resident there.



Johnnie Herbert Green, 67, joined the SIU in 1947 in the port of Norfolk sailing as a steward assistant. Brother Green last sailed out of the port of New York. He also sailed in the Vietnam War and hit the bricks in the 1961 Robin Line beef. Seafarer Green was born in Savannah, Ga. and is a resident of the Bronx, N.Y.

Vincent "Vinny" J. Grima, 65, joined the SIU in the port of New York in 1962 sailing as a recertified bosun. Brother Grima began sailing in 1949 and hit the bricks in the 1962 Greater N.Y. Harbor beef. Seafarer Grima attended Piney Point Crews Conference No. 7 (1970). Born in Malta, he is a naturalized U.S. citizen and a resident of Brooklyn, N.Y.



James Albert Hammond, 65, joined the SIU in 1942 in the port of Philadelphia sailing as an AB. Brother Hammond began sailing in 1938. He worked on the Isthmian shoregang in the port of Houston in 1969. Seafarer Hammond was born in Antlers, Okla. and is a resident of Paris, Texas.



Francis "Frank" Eugene Harper, 61, joined the SIU in 1948 in the port of New York sailing as a FOWT. Brother Harper is a veteran of the U.S. Army in World War II. He was born in Aberdeen, Md. and is a resident of Baltimore.



Joseph "Joe" Hearn Jr., 65, joined the SIU in the port of Mobile in 1957 sailing as a FOWT. Brother Hearn is a veteran of the U.S. Army in World War II. He was born in Arkansas and is a resident of Theodore, Ala.



Edward Joseph Jordan, 59, joined the SIU in 1944 in the port of Savannah, Ga. sailing as an AB and recertified bosun. Brother Jordan last sailed out of the port of Jacksonville. He was born in Georgia and is a resident of Savannah.



William Martin Larce, 51, joined the SIU in the port of New Orleans in 1958 sailing as a chief cook. Brother Larce was born in St. Joseph, La. and is a resident of New Orleans.



Julio Marcial Lazu, 62, joined the SIU in the port of Baltimore in 1956 sailing as a wiper. Brother Lazu is a veteran of the U.S. Army Field Artillery Corps in World War II. He was born in Guanich, P.R. and is a resident of Baltimore.



Julio Movido Magno, 65, joined the SIU in the port of Yokohama, Japan in 1971 sailing as an AB. Brother Magno began sailing in 1964 and last sailed out of the port of Wilmington, Calif. He was born in the Philippines and is a resident of National City, Calif.



Gabriel Morales, 65, joined the SIU in the port of New York in 1968 sailing as an AB. Brother Morales last sailed out of the port of San Juan, P.R. He is a veteran of the U.S. Army in World War II. Seafarer Morales was born in Guayama, P.R. and is a resident of Vega Alta, P.R.



Bart James Power, 57, joined the SIU in 1945 in the port of New York sailing as a FOWT and 2nd and 3rd assistant engineer for MEBA District 2 from 1968 to 1985. Brother Power began sailing on the Great Lakes and was a former member of the SUP. He last sailed out of the port of Jacksonville. Seafarer Power was also picket captain in the 1946 General Maritime beef at Terminal Island, Calif. and the Bull Line strike in Brooklyn, N.Y. Born in Buffalo, N.Y., he is a resident of Clearwater, Fla.



Anton D. Ratkovich, 66, joined the SIU in the port of San Francisco in 1962 sailing as a chief pumpman. Brother Ratkovich was born in Yugoslavia and is a naturalized U.S. citizen. He is a resident of New York City.



Walenty John Rozmus, 63, joined the SIU in the port of Toledo, Ohio in 1958 sailing as a QMED. Brother Rozmus last sailed out of the port of New York. He began sailing in 1950. Seafarer Rozmus is a veteran of the U.S. Army in World War II. A native of Passaic, N.J., he is a resident there.



Joseph Charles Smith, 66, joined the SIU in 1949 in the port of New York sailing as a chief cook. Brother Smith last sailed out of the port of San Francisco. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Smith is a veteran of the U.S. Army's Infantry Corps in World War II. Born in Philadelphia, he is a resident there.



James Temple, 65, joined the SIU in the port of Baltimore in 1951 sailing as a recertified chief steward/baker. Brother Temple graduated from the Union's Recertified Chief Stewards Program in 1982. He began sailing in 1946 and last shipped out of the port of Wilmington, Calif. A veteran of the U.S. Army in World War II, Seafarer Temple was born in New Orleans and is a resident of Long Beach, Calif.



Norman Edward Wroton Jr., 55, joined the SIU in 1948 in the port of Norfolk sailing as a chief pumpman, ship's delegate and 2nd assistant engineer for MEBA District 2 from 1966 to 1985. Brother Wroton ran for the port of New York patrolman post in 1960. He is a veteran of the U.S. Marine Corps during the Korean War. Seafarer Wroton was born in Norfolk and is a resident of Chesapeake, Va.

Great Lakes



Francis Alexander Basley, 65, joined the Union in the port of Detroit in 1961 sailing as a FOWT and coalpasser for the Reis Steamship Co. Brother Basley last sailed out of the port of Duluth, Minn. He was a former member of the Sawmill Workers Union and the Teamsters Union. Laker Basley was born in Ashland, Wis. and is a resident of Superior, Wis.



Lawrence Joseph Belanger, 64, joined the Union in the port of Detroit in 1960 sailing as a watchman and wheelsman. Brother Belanger is a veteran of the U.S. Armed Forces during World War II. He was born in Marinette, Wis. and is a resident of Menominee, Mich.

CL —Company/Lakes
L —Lakes
NP —Non Priority

Dispatchers Report for Great Lakes

OCT. 1-31, 1985

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	7	15	7	9	44	9	2	18	15
ENGINE DEPARTMENT									
Algonac	4	8	5	2	25	3	2	12	5
STEWARD DEPARTMENT									
Algonac	3	4	1	5	10	2	0	2	1
ENTRY DEPARTMENT									
Algonac	8	24	10	0	0	0	4	20	24
Totals All Departments	22	51	23	16	79	14	8	52	45

***"Total Registered" means the number of men who actually registered for shipping at the port last month.
***"Registered on the Beach" means the total number of men registered at the port at the end of last month.

Directory of Ports

Frank Drozak, President
Ed Turner, Exec. Vice President
Joe DiGiorgio, Secretary
Leon Hall, Vice President
Angus "Red" Campbell, Vice President
Mike Sacco, Vice President
Joe Sacco, Vice President
George McCartney, Vice President
Roy A. Mercer, Vice President

HEADQUARTERS

5201 Auth Way
Camp Springs, Md. 20746
(301) 899-0675

ALGONAC, Mich.

520 St. Clair River Dr. 48001
(313) 794-4988

BALTIMORE, Md.

1216 E. Baltimore St. 21202
(301) 327-4900

CLEVELAND, Ohio

1290 Old River Rd. 44113
(216) 621-5450

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
(617) 283-1167

HONOLULU, Hawaii

636 Cooke St. 96813
(808) 523-5434

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

1640 Dauphin Island Pkwy. 36605
(205) 478-0916

NEW BEDFORD, Mass.

50 Union St. 02740
(617) 997-5404

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

Toll Free: 1-800-325-2532

NEW YORK, N.Y.

675 4 Ave., Brooklyn 11232
(718) 499-6600

NORFOLK, Va.

115 Third St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

2604 S. 4 St. 19148
(215) 336-3818

PINEY POINT, Md.

St. Mary's County 20674
(301) 994-0010

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

1057 Fernandez Juncos St.
Stop 16 00907
(809) 725-6960

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

SUBIC BAY, Rep. of Philippines

34 21st St., W. Bajac Bajac
Olongapo City C-2201
222-3533

WILMINGTON, Calif.

408 Avalon Blvd. 90744
(213) 549-4000

Dispatchers Report for Deep Sea

OCT. 1-31, 1985

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	2	3	0	0	1	0	0	9	8	0
New York	68	12	0	34	4	0	0	29	29	0
Philadelphia	3	6	0	2	2	0	0	12	23	0
Baltimore	6	6	0	1	2	0	0	12	12	0
Norfolk	16	11	1	22	4	1	1	23	16	0
Mobile	12	2	2	4	2	2	0	15	4	0
New Orleans	40	9	1	56	20	1	0	52	12	2
Jacksonville	29	17	0	25	10	1	1	69	29	1
San Francisco	35	16	0	12	6	0	3	71	25	0
Wilmington	21	5	1	4	0	0	0	50	20	0
Seattle	35	6	0	40	3	0	0	71	21	0
Puerto Rico	11	7	0	17	5	0	0	25	5	0
Honolulu	10	30	2	9	24	0	10	11	26	1
Houston	33	0	0	20	4	0	3	73	14	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	7	0	2	5	0	0	5	2	0
Totals	321	137	7	248	92	5	18	627	246	4
ENGINE DEPARTMENT										
Gloucester	0	0	0	1	3	0	0	0	3	0
New York	37	4	0	18	2	0	0	98	16	0
Philadelphia	4	0	0	2	0	0	0	9	4	0
Baltimore	5	2	0	6	0	0	0	20	0	1
Norfolk	13	1	0	11	4	0	0	22	4	0
Mobile	8	3	0	5	5	0	0	10	3	0
New Orleans	29	7	1	37	14	0	0	54	7	1
Jacksonville	20	0	0	22	4	0	6	30	2	0
San Francisco	18	8	2	5	3	0	4	40	14	3
Wilmington	3	5	0	3	0	0	1	33	16	0
Seattle	26	9	0	35	6	0	3	58	18	1
Puerto Rico	13	0	0	11	3	0	2	15	4	0
Honolulu	6	21	3	8	13	2	12	12	22	4
Houston	31	4	0	18	5	0	3	46	4	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	5	4	0	2	4	0	0	8	3	0
Totals	221	68	6	184	66	2	31	455	119	10
STEWARD DEPARTMENT										
Gloucester	0	1	0	0	1	0	0	0	5	0
New York	35	3	1	28	17	0	0	53	8	0
Philadelphia	2	1	0	1	0	0	0	4	2	0
Baltimore	0	0	0	1	0	0	0	5	0	0
Norfolk	6	1	0	12	4	1	0	11	3	0
Mobile	8	6	0	0	4	0	0	11	0	0
New Orleans	18	1	0	37	7	0	0	35	5	0
Jacksonville	9	4	0	12	5	0	1	21	7	0
San Francisco	48	8	1	14	0	0	6	95	11	2
Wilmington	13	2	0	4	0	0	1	23	6	0
Seattle	23	7	0	36	11	0	0	41	13	1
Puerto Rico	8	0	0	10	1	0	1	14	2	0
Honolulu	9	28	29	13	97	123	73	14	51	47
Houston	19	0	0	8	4	0	2	27	0	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	1	0	0	1	0	0	0	3	0
Totals	198	63	31	176	152	124	84	354	116	50
ENTRY DEPARTMENT										
Gloucester	0	3	1					2	3	2
New York	28	39	3					59	85	0
Philadelphia	2	7	0					2	13	0
Baltimore	2	10	2					9	14	2
Norfolk	13	9	1					7	20	0
Mobile	1	7	1					2	12	0
New Orleans	13	15	2					31	22	5
Jacksonville	8	17	3					14	28	3
San Francisco	57	17	1					108	42	4
Wilmington	15	13	0					32	42	0
Seattle	19	21	2					37	52	4
Puerto Rico	4	8	2					14	21	2
Honolulu	0	0	0					19	207	286
Houston	14	11	1					24	28	1
St. Louis	0	0	0					0	0	0
Piney Point	0	5	0					0	5	0
Totals	176	182	19	0	0	0	0	360	594	309
Totals All Departments	916	450	63	608	310	131	133	1,796	1,075	373

***"Total Registered" means the number of men who actually registered for shipping at the port last month.
***"Registered on the Beach" means the total number of men registered at the port at the end of last month.

Shipping in the month of October was down from the month of September. A total of 1,182 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,182 jobs shipped, 608 jobs or about 51 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 133 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 1,939 jobs have been shipped.

Seafarers Begin Preferred Provider Program

The Seafarers Welfare Plan has begun a pilot project for its members and their families to provide better medical services. The Seafarers Welfare Plan is designating hospitals in several ports as Seafarers Preferred Provider Hospitals (PPH).

This is the first in a series of articles which will introduce the project and spotlight the hospital which has been selected as the Preferred Provider Hospital in Seattle, Wash.

WHAT IS A PREFERRED PROVIDER HOSPITAL?

For the purposes of this project, a Preferred Provider Hospital is a medical facility which agrees to provide services to Seafarers and their families for a negotiated reimbursement rate. Generally, there will be only one Preferred Provider Hospital in each port.

WHAT IS THE PURPOSE OF THE PREFERRED PROVIDER ORGANIZATION (PPO)?

The purpose of a PPO is to give Seafarers and their families an opportunity to be served by one facility which will become aware of the needs of men and women working in the maritime industry, and the particular needs of their families.

This arrangement will allow members and their dependents who are in need of medical attention to use a hospital which is familiar with the Seafarers Welfare Plan and the claim's payment procedures.

This arrangement also allows the Plan to have a continuing relationship with a hospital, so that if there are disputes which come up concerning payment of claims, they may be resolved quickly and with a minimum involvement of the members or their dependents.

Since the closing of Public Health Hospitals in 1981, Seafarers have used many different facilities in their home ports as well as when they were in unfamiliar U.S. ports. Establishing a PPO arrangement with one hospital will offer Seafarers the opportunity to get medical treatment at a hospital which will provide excellent care and will welcome Seafarers and their families.

HOW WILL THIS PROGRAM WORK?

As with any other hospital admission, in order to use a particular facility you must use a doctor who has privileges at the hospital. Most of the PPO hospitals will have outpatient clinics as part of their facility. By choosing a doctor from that clinic, should it become necessary for you to be admitted to a hospital, you should have no trouble being admitted to the PPO facility.

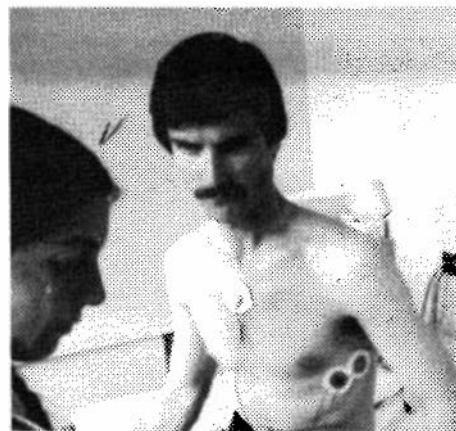
For example, if you are having back trouble, you would go to the clinic at that facility and ask to make an appointment with an orthopedist. If you feel this doctor suits you, he would become your regular doctor. And if you should need to be admitted for an operation, you would receive treatment at the PPO facility.



This is one of the clinics operated by the Virginia Mason Medical Center.

If your doctor does not have privileges at the PPO facility, the chances are you will not be able to use the PPO hospital when you or your family need in-patient treatment. As the PPO hospitals are among the biggest in the city, there will be many doctors in each specialty to choose from.

In non-emergency admission situations, you or your dependent would go down to the hospital's admissions section to check into the hospital. At that time the hospital staff would provide you with a Seafarers benefit application to be filled in. Once this application and other hospital forms are complete, in most cases, this would



The Virginia Mason Medical Center offers top flight care.

be all that is required of the member or his dependent. The hospital will forward all forms and bills directly to headquarters.

At the time of admission, the member's eligibility will be checked by telephone with headquarters in Camp Springs. By checking eligibility before services are provided, it will be determined at the outset who will be responsible for payment, and this will avoid disagreements later on.

In some instances, the PPO hospital will also be the clinic performing the fit-for-duty and other employment-related physical examinations. Your Port Representatives will notify you of any changes concerning the clinics.

WILL I BE ABLE TO USE THIS HOSPITAL IF I DO NOT HAVE ELIGIBILITY FOR WELFARE COVERAGE?

It is possible for you to use the PPO

facility if you do not have eligibility for welfare benefits; however, you would be responsible for the payment of the hospital bills just as you would be at any other facility.

MUST I USE THE PREFERRED PROVIDER HOSPITAL?

The use of the PPO hospital is voluntary. If a member or dependent chooses a facility other than the PPO hospital, there is no effect on the benefits which will be provided by the Plan.

There are, however, many advantages to using the PPO hospital such as:

- obtaining services at a facility which offers quality care for a reasonable cost.

- using a facility which is familiar with our organization and whose staff is familiar with the unique needs of our membership and their families.
- streamlined claims procedures for members and dependents using this facility.
- use of these hospitals will allow the Plan to monitor the claims to make sure the hospital is offering their services efficiently and maintaining high standards of quality of care.
- if the hospital sees that many Seafarers and their families are using the facility, the hospital and Plan will be able to maintain the reasonable rates for services. This, in turn, will allow the Plan to keep a lid on rising health care costs and use these savings to the benefit of members and their dependents.

The Plan hopes that this pilot project will work and that the goals of this project will be realized. Support from the membership is necessary to make this program work. Since this project is still in the experimental stages, there may be problems which need to be worked out. The Plan would like to hear from you concerning this program with any questions or comments you have. Write to:

PPO Coordinator
SIU Headquarters, 3rd floor
5201 Auth Way
Camp Springs, Maryland 20746

Virginia Mason Medical Center Seafarers Preferred Provider Hospital in Seattle, Washington

Virginia Mason Medical Center, located in downtown Seattle, has been chosen as the Seafarers Welfare Plan's Preferred Provider Hospital. Virginia Mason enjoys one of the finest reputations as a quality health care institution in the city. Along with the main facility, there are out-patient clinics located at Fourth Ave., Seattle, Mountlake Terrace, Kirkland, Federal Way and North Bend.

The Virginia Mason Medical Center was established in 1920 when a group of six doctors agreed to build a clinic and hospital. Today, the Virginia Mason Medical Center has five main buildings in Seattle. There are more than 125 doctors who practice all areas of medicine in the clinic.

The Virginia Mason Medical Center offers all the medical services available in large institutions such as an intensive care unit, maternity ward, surgery units, laboratories and pharmacy.

Virginia Mason also provides such services as a Diabetes Teaching Center to educate patients with diabetes, a pain management program which assists people who live with chronic pain, a short stay surgery program for out-patient surgery, an obstetrical information line which provides people calling in to receive detailed information concerning obstetrical treatment, and a new midwifery program for prospective parents who wish to take advantage of alternative birthing methods.

The Virginia Mason Medical Center also provides audiovisual programs and other materials in its Patient Health Education Center which are available to patients and visitors. The hospital also has a teller machine from the Seattle First National Bank in the lobby. An eyeglass store also is on the premises. For people who need to be near in-patient members or dependents, the hospital operates a hotel with reasonable rates.

Packages of information about Virginia Mason and the services it provides are available at the hall and will be sent out to the ships. If you have any other questions concerning services available through this facility, contact your port agent.

New Hall Dedicated

Better Service in Store for Hawaiian Members

More than 300 people attended dedication ceremonies for the SIU's new Union hall in Honolulu serving the Hawaiian Islands. The November 2 festivities included a huge buffet, entertainment and a chance for Union families and their friends from the Islands to visit and relax.

Groundbreaking for the new hall was August 1. The large building will

serve the two cruise ships *Constitution* and *Independence*, many of the new military vessels calling on Hawaii and the commercial ships stopping there also.

By the first of the year, the Union plans to be able to offer some classes for trainees and upgraders, including lifeboat, firefighting and Union education.



During the festivities, SIU President Frank Drozak took time to have a word with Honolulu patrolman Errol Pak and his wife Julie, who is holding their daughter, Chloe.



SIU Secretary Joe DiGiorgio waves to the crowd after being introduced by the day's emcee, Field Rep Joe Corrigan.



Here SIU Rep Tom Fay, who has supervised several Union building projects during the past few years, and Union President Frank Drozak chat with the Honolulu hall's architects, Henry Lukele and Lloyd Sweda.



A Hawaiian tradition includes the holding of the haile. In front of the new hall, holding the haile are (l. to r.) SIU Secretary Joe DiGiorgio, SIU Vice President George McCartney, Field Rep Joe Corrigan, Far East Rep. Steve Ruiz, Rep. Tom Fay, Political Director Marianne Rogers, Frank Drozak, Rev. Kealanahale, Gilda Lee and Emil Lee.



There is always time for politics. Here state representative Donna Kim and Dave Peters, special assistant to Sen. Daniel Inouye (D-Hawaii), take time to visit.



More than 300 people attended the dedication of the new Union hall.